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FIRE SERVICE

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Firemen of Manchester, N. H., in Favor of the New System

The Leader of Manchester, N. H., says:

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At the present time there are about 350 cities in the United States with two-platoon fire departments and every week finds two and three cities adopting the new schedule.

Under the two-platoon system the firemen will be on duty during 24 hours a day, so that the fire department is manned by a full crew in every station. Every three days a change is made so that the men on can enjoy their time off

POSED AS FIRE MARSHAL

Former Fireman Ordered Several Buildings Torn Down

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John E. Miller, a former fireman stationed at No. 8 engine house, on Fairfield avenue, Fort Wayne, Ind., who posed as a deputy state fire marshal at Kendalville and Garrett, Ind., was arraigned before Mayor Brouse of Kendallville on a petit larceny charge. Mayor Brouse assessed a fine of $150 and costs and sentenced Miller to a term of six months at the DeKalb county penal farm. Miller was not prosecuted for impersonating an officer because of the failure of a representative of the state fire marshal's office to arrive in time for the trial.

When Miller left Kendallville, after being treated most royally by the chief, members of the fire department and leading citizens of the city, he went direct to Garrett, where he repeated his game, only on a larger scale.

Besides ordering several buildings torn down and rewired he gave orders to have one barn torn down within one week. When the owner remonstrated Miller told him to tear it down at once and the owner was making preparations to comply, through fear of prosecution, and the order would have been carried out, had Miller not been arrested.

After Miller's arrest the officers found on his person much data of sensational hold-ups and murders committed throughout the country and a number of photographs of girls, including several Fort Wayne girls. Miller was a member of the Fort Wayne fire department for only six weeks and claimed to have come from East Liverpool, Ohio.

CANNOT GET THE MEN

20 Drivers Leave Fire Department of Norwalk, Connecticut

The Hour of Norwalk, Conn., says:

The appalling conditions which exist today in the local fire department and which are a menace to the city, due to the inadequate number of men to handle the apparatus because of the low wages paid, is becoming more dangerous day by day.

The number of men now on duty have been loyal to their posts for the past month, working seven days a week, giving up their one day a week holiday because of the serious consequences which would result should an alarm come in on their day off. But the men are tiring of this seven days a week, due to the fact that there is no relief in sight as the wages paid are not attractive enough to induce men to join the department.

Every house in the city is shorthanded and Chief George W. Bogardus has found very difficult to engage men to work for him because they claim that the wages paid are insufficient for their services.

Chief Bogardus has tried his best to secure men but each effort meets with failure after the salary is named and it is on account of this that the men now on duty have been persuaded not to take their holiday during the week.

The men, realizing the conditions, agreed to give up their holiday until relief was in sight, but as over a month has elapsed and no relief has appeared, they are threatening to leave their posts and seek employment elsewhere.

For the number of hours the men put in and the services they render, it is a surprising fact to learn that they receive only $20 per week. They work 23 hours a day, being allowed an hour for their meals, and have to be on duty at their respective stations day and night.

The conditions at the East Norwalk station are more serious than the rest because the driver of the machine there insists on his day off a week and because the chief has no one to place on duty there on that day, as has been the custom when there were enough men in the department. The apparatus is left without a driver to operate it in case of an alarm and East Norwalk is without fire protection on that day.

For the past 18 months the chief has employed over 20 drivers, all leaving owing to the number of hours and the services they are called upon to render for so small a compensation. This is a record which the chief believes is one that should surprise the people of this city as it stands out to prove that the wages paid are not enough to keep these men. Of these they asked for an increase in salary, the chief could not grant it.

For the past month, although the department has been short handed, Chief Bogardus, with the loyalty of his other men, has been able to meet the situation but as the men are tiring of the steady grind without a holiday to themselves and are threatening to leave, the conditions are becoming more acute.

The public does not realize the seriousness of this condition but would soon awaken to it should an alarm of fire sound and the apparatus arrive at the scene of the fire in time merely to watch the flames lick all that remained of the burning building which could have been saved from destruction had there been sufficient men on duty to man the apparatus.

In speaking to the drivers, they all seem discontented because of the wages and also because of the long hours they have put in since this crisis began. These men need relief and need it immediately. The only way in which it seems that this situation can be remedied is by increasing the salary so it will induce men to join the department.

Off Shift Answered

New Castle, Indiana,
June 22, 1920.

Fire Service,
New York.

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Our men like this system of working the best because it gives them every other week off days. Our off duty men do not have to answer only on second alarm, but in every case as yet each and every man that was in town answered on the first alarm, which in several cases has been a wonderful help.

The platoon system is the only way to work, we have found out. It makes better fire fighters, gives more pep to the men, gives firemen a chance to get something on their mind besides fighting fires. Those who have not got the platoon system had better hurry and get it. All you have to do is just ask and keep after them.

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STANDARDIZATION IN ENGLAND

Uniform Rules for Platoons, Pensions, Retirement, Pay, Etc.

Fire, London, England, in its June issue says:

We congratulate the Departmental Committee on Fire Service Conditions upon the promptitude with which they have issued their report. With the terms of the report we cannot deal fully in this number, as it was issued only just as we were going to press.

This much we will concede, however, that it constitutes a Fireman's Charter of very great significance, and we are pleased to be able to give the terms of the Committee's recommendations.

The Committee held 15 meetings, including 12 for hearing evidence. They examined 46 witnesses, including the chief officer of the London Fire Brigade, the chairman of the London Fire Brigade Committee, the president and 13 chief officer members of the Association of Professional Fire Brigades Officers, the secretary of the Firemen's Trade Union, 7 representatives of the ranks of professional firemen, and 13 representatives of municipal corporations of England, Scotland and Wales.

The report shows that the Committee approached their subject with absolutely open minds, and they have given it the fairest possible treatment. Their reasonings are on the whole very cogent and sound, although the fire service will not be quite satisfied with some of the recommendations. Details such as these can be amended upon discussion; afterwards the Government should lose no time in giving full statutory effect to the recommendations, so that before this year is ended the revised recommendations may be placed upon the statute books, with one additional clause, viz., that the establishment and maintenance of public fire brigades should be compulsory and not optional.

Otherwise the Government and the fire service would be faced by the difficulties which would arise by local authorities disbanding fire brigades in order to avoid certain obligations under the Committee's recommendations. Later, but without loss of time, the Government should consider by Royal Commission the subject of reorganization and co-operation of fire brigades throughout Great Britain.

The Committee cut out the three and two-platoon principles as not being acceptable to the fire service ranks generally. It may be that just now the rankers do not desire these systems; but as the double-shift system is already in operation in some brigades, and soon will be in London, there is little doubt that neighboring brigades will desire the institution of similar systems after a short period.

The Committee do not appear to have foreseen this as a fact. The Committee recommends something like the Edinburgh continuous service system, and are inclined to favor as an alternative the stand-by system under which a fireman will be on duty for 8 hours, on call in his quarters for 8 hours, and free for 8 hours.

By working in shifts of 24 hours each, one day in three would be completely free from duty. Personally we prefer this system.

Standard pay for firemen — to include professional firemen in retained fire brigades — is recommended on the police basis, but only where the men are available for duty for a period of not less than 12 hours; or, in the case of two-platoon brigades, only where the men are available for duty without extra pay when required in an emergency. Police-firemen, it is suggested, should not receive extra pay as firemen, nor should extra pay be allowed for actual attendance at fires by men receiving the standard rate of pay. Where the firemen also perform ambulance duties the Committee is not averse to extra pay for turning out to ambulance calls, as such extra duties require a training additional to that of fireman. We do not see much to quarrel about in these recommendations provided superannuation becomes a fact and not merely a recommendation.

Uniform designations of the higher ranks of officers is also recommended; the Committee should have added to this praiseworthy clause a recommendation for uniform uniforms.

Standardization of the ranks of pay of the higher ranks is also recommended, and special allowances for firemen working at their trades. There is also a liberal list of allowances, including free quarters and leave.

The unanimous demand of the fire service for superannuation is conceded, although this question was not specifically concluded in the terms of reference; also pensions for firemen's widows, the basis of pensions to be those applicable to the police service. Service in more than one fire brigade to be cumulative for the purpose of computing pensions and retiring age, &c.

The Committee point out the disorganized condition of the fire service generally, and recommends a further inquiry into the subject. They also recommend that co-ordination of fire brigades should be extended as soon as possible, being a matter of urgency. We are gratified that the Committee have gone into this subject briefly, although it formed no part of the terms of reference.

Various questions referred to the Committee by members of the London Fire Brigade Representative Body are dealt with — a recommendation being made that relief station officers be appointed to facilitate opportunities for promotion to this position.

In conclusion we wish to add to that of the Committee our tribute of commendation to the able secretary of the Committee, Mr. G. E. Porter, for his ready grasp of the many aspects of the subject presented, and which has enabled the work of the Committee to move expeditiously.

Copies of the report can be obtained from any of the Government Stationery Offices.

Summary of Principal Recommendations:

(1) Where any change from the continuous-duty system is desired, local authorities should consider the adoption of the "stand-by" system.

(2) A standard rate of pay should apply to all professional firemen throughout the country.

(3) The standard scale of pay for firemen should commence at 70s. weekly and rise by annual increments of 2s. to 90s., additional increments making the maximum pay 92s. 6d. or 95s., being granted on conditions similar to those under which they may be granted to police constable.

(4) Standard rate to include any allowance at present paid for turning out when not on duty, or for actual attendance at fires.

(5) Local authorities should continue to make such arrangements as seem equitable as regards ambulance calls.

(6) Designations of higher ranks should be uniform throughout the fire service.

(7) The standard scale of pay for sub-officers to be 95s. weekly rising by annual increments of 2s. 6d. to 100s. weekly.

(8) Suggested scales of pay for station officers £5 to £6 weekly, according to size of stations.

(9) Suggested scales of pay for district officers £300 to £400 per year, according to number of stations in district.

(10) Suggested scales of pay for higher ranks in order to secure as far as possible that officers performing work of similar responsibility are remunerated at similar rates. Chief officers, from £800 to £1,000, according to population and rateable value of town and strength of brigade. On same basis, second officer £310 to £530; third officer, £310 to £415.

(11) Skilled tradesmen below the rank of station officer employed at their trades whilst they are standing by should receive a non-pensionable allowance of not more than 8s. 6d. for the week during which they are so employed.

(12) Uniform and fire boots should be provided free for all ranks, and as far as possible a standard uniform should be adopted for the fire service.

(13) Free quarters should be provided for all ranks, or non-pensionable allowance given in lieu.

(14) An officer in charge of a station should be provided with separate telephone facilities to his quarters.

(15) Free use of light should be allowed in quarters.

(16) That one day's leave should be granted during each week; one-half day on alternate Sundays; and a period of six hours' leave between the weekly leave days.

(17) The practice of granting short leave for special purposes should be continued.

(18) That the annual leave for firemen should be 14 days, station officers and sub-officers 18 days, district officers and officers below the rank of chief officer 21 days, and for chief officers such leave as may be mutually arranged. These periods of leave to be inclusive of all weekly leave falling due within those periods.

(19) That full pay should be granted whilst absent from duty through sickness for a period of at least three months.

(20) That arrangements should be made in all brigades for various ranks to receive free medical attendance whilst sick.

(21) That benefits of superannuation should be available for all professional firemen on and after 25 years' service — full service, 30 years. Small municipalities to group together for pension purposes.

(22) That all ranks should be entitled to a pension on retirement with medical certificate after 10 completed years' approved service.

(23) That special pensions in cases of disablement should be granted on lines similar to those recommended for the police.

(24) That pensions should be granted to widows and allowances to the children of all firemen whose deaths are caused by non-accidental injuries received in the execution of their duty

(25) That all ranks up to and inclusive of station officers should be compulsorily retired at the age of 55, subject to any man being allowed to complete the necessary number of years' service to entitle him to retire on full pension. The maximum age for compulsorily retirement of the highest ranks should be 65.

(26) That firemen transferring from one brigade to another with the approval of the local authority should preserve their pension rights.

(27) That wherever possible disabled service men or disabled firemen should be employed in watch-room duty.

(28) That in the provinces theatres and music halls should employ their own firemen.

THE COLORADO CAMPAIGN

Petitions Being Signed for Platoons at the Coming Election

Members of the Colorado State Firemen's Association filed on June 17 with Secretary of State James P. Noland a petition, signed by 23,000 persons, for an initiative measure providing for the installation of the "double platoon" system in all of the paid municipal fire departments in Colorado.

The bill, which fixes the hours of service of employes of municipal fire departments, will be placed first upon the ballot at the fall election, it was stated by Secretary Noland.

The proposed bill provides that "it shall be unlawful for any municipality to require any employe in the fire department of that municipality, save one who may be at any time in command of such department, to remain on duty during any calendar month periods of time which, in the aggregate during such month, amount to more than twelve hours for each day; provided, however, that the requiring of more hours of work in cases of conflagrations or similar emergencies shall not be unlawful.

The act will apply to fifty-nine fire departments within the state, it was said.

The "double platoon" system will for Denver mean an increase of but fifty-five men.

Under the present system a fireman in Denver is on duty for forty-eight hours and then remains off duty for twenty-four hours. The new system would provide for the men working in two shifts — day and night — with the shifts probably changing sides every three days.

THE WILLIAMS CASE

Council May Require Firemen to Sign an Agreement in Lynn, Massachusetts

The City Council of Lynn, Mass., sitting as a committee of the whole, voted to recommend the adoption of an ordinance requiring firemen to take an oath of office and sign an agreement to obey the rules and regulations of the fire department as demanded by Mayor Creamer before he will consent to any wage increases this year for the fire fighters.

New health ordinances affecting restaurants, barber shops, factories and apartment houses were also approved.

Both ordinances are expected to pass the council at the regular meeting. The vote in favor of the firemen's ordinance was 6 to 1, Councillor Cochrane being the only member to vote against it.

His opposition was based on the fact that the ordinance would conflict with the words "at liberty" in the provisions of the two-platoon system. The action of the council, however, is said to meet with the approval of the firemen generally who are anxious that no further obstables be placed in the way of their getting a wage increase this year.

Members of the Lynn fire department who are identified with Firefighters' Local No. 105 voted unanimously to oppose the practice of permitting firemen to engage in any other work. Two meetings of the men were held in Lasters' hall. The night platoon met in the afternoon and the day force assembled in the evening.

Officers of the union pointed out to the men that they must understand that they cannot be firemen and at the same time engage in any other work for which they are paid. They urged the men to stand together and oppose permitting any firemen to engage in any other vocation.

It was pointed out that no salary increase will be forthcoming until absolute guarantees are given Mayor Creamer that firemen will not insist upon enjoying the privilege of doing whatever they please during their time off duty.

The firemen voted to comply strictly with all rules of the department. James S. Rooney conferred with the Mayor and reported to him the action of the union.

The Mayor replied that when the City Council enacts an ordinance making it obligatory upon every fireman to take oath to comply with the rules incorporated in the ordinance he will approve a recommendation for salary increases. Rooney declared that the union could handle the men but the Mayor insisted that as far as he is concerned he will adhere to his stand that every fireman must take oath to comply with the rules before he will consider any salary increase.

EXIT RED SHIRTS

Veteran Firemen Abandon Them for Something Cooler

The Union of Manchester, N. H., says:

Portsmouth Veteran Firemen have decided to abandon the traditional red shirt. They are going to the Portland muster early next month, but they are going to wear sport shirts as part of their uniform.

The sport shirt is cooler. It is a vastly more comfortable garment than the article it displaces, especially for July weather conditions and the exertion involved in "braking her down" either to save a neighbor's property or to enlighten rival talent on who really has the art of wetting the most distant paper on the tournament field of honor.

And this is a utilitarian age. So the red shirt passes, just as have passed the glories of the old time military uniforms.

From the scenic point of view the change may rouse regrets. The red shirts caught the eye of the beholder and held it. The old hand-tubs were interesting to the casual and accidental observer, and things of joy to the cognoscenti.

They were not banally standardized to the last bolt and spoke. They did not depend for propulsion upon a barking motor, whose strong points of stroke and bore appeal only to the mathematical mind. Their motive power and the strength of the streams they threw depended upon lusty youth and the trained skill of veteran performers in their service.

They offered all the delights of competition of brain and brawn, of speed in actions of generalship and practiced drive of men working in goodly unison.

A muster of the old days was worth going far to see. Once seen, it clung in memory. It was a spectacle, a parade, a gathering of the clans, an athletic contest, all in one. It staged personal rivalries and the rivalries of ambitious towns. It was full of the spice of human interest, of interest in the fortunes of eagerly struggling companies of red-blooded men in the famous red shirts that the volunteer firemen had made their own.

Times change, and the fashions thereof. Doubtless, the new fangled contraptions have their practical virtues—they should, to make amends for the picturesqueness they have taken out of existence.

Very likely a modern fire-fighting system more than justifies itself in the strictly utilitarian sense. There is better protection for property; insurance rates go down; the demand for results is met.

But the artistic perceptions fall of the satisfaction that the old order brought. One does not have to be aged and decrepit to recall the duels royal when old Torrent 99 did battle with upstart Tiger 47, or Niagara fought to retain the well won honors a raiding Gulf Stream sought to wrest from the pride of the old Home Town; with their scores of red shirts joining in the onslaught and giving it a colorful glory, to match the sportsmanlike fervor of the fray.

Of course, they can have their musters still; maybe they can make records to eclipse those of the old, old times; but the red shirt is passing. The dew — as our most recently heralded priestess of the new order all around might put it—the dew is off the rose for the Vets in sport shirts.

$1 a Week Firemen

"No raise, no fire-fighting," is the slogan firemen of Millbury, Mass., have adopted.

They haven't gone on strike yet, nor will they admit they intend to, but they insist on a raise.

The firemen get $50 a year now. Citizens say that is pay enough when all they have to do is to leave their regular work and respond to a fire once a month or so. Firemen have decided otherwise during their discussions evenings at the fire stations. They want $100 if they can get it—$75 anyway.

The firemen are "put out" because their pay envelopes are no fatter than ever while those of the firemen of other Worcester county towns, including Webster and Southbridge, have grown.

Planning Houston's Port

As most American ports have grown without any definite plans and are consequently in many respects inadequate to accommodate the increase in traffic, those in charge of the development of the Port of Houston, Texas, intend to build with an eye to the future.

A definite plan has been worked out within the last year. The sharp curves in the inland channel are to be reduced, and the radius of curves increased from 2,500 to 3,000 feet. It is planned to build turning basins at several points along the inland portion of the channel. The establishment of harbor lines will prevent the encroachment of wharves upon the channel proper.

A belt railroad will be built on each side of the harbor, with spur tracks extending to industrial plants and wharves. An effort will be made to get from the state legislature 3,600 acres of submerged lands as sites for industrial plants. The effort is being made in every way to facilitate the movement of vessels, cars and freight.

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Issued every Saturday in the Interests of Fire Fighters by

FRANK K. KAUFFMAN
at 225 Fifth Avenue - - New York

FIRE SERVICE is the only national weekly in America devoted exclusively to the Fire Service.

Circulation Examined and GUARANTEED by the Audit Bureau of Circulations.

The paid circulation of FIRE SERVICE in every rank of the fire departments is guaranteed to be much larger than that of any other journal which regularly gives space to firemanic matters.

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Copies of FIRE SERVICE may be purchased at the newsstand of L. Jonas & Co., Woolworth Building, Broadway and Park Place, New York.

On Guard

Our esteemed contemporary the Firemen's Standard has been much alarmed during the past few months over what it calls the control secured by the fire insurance interests over the Chiefs organization, the I. A. F. E. It professes to see the fine Italian hand of the Fire Insurance Trust running the forthcoming convention at Toronto, dominating its sessions, leading or misleading its thought, and turning a gathering that ought to be devoted to the interests of the fire service into one devoted to the interests of the Trust.

When asked to supply us with the proofs of this iniquitous scheme, our contemporary is strangely silent and can only point to the large number of fire insurance men who have joined the I. A. F. E. during the past year. What they are doing in that organization, or why they should be welcomed, we do not know, but the fact is that a number of them have contributed $100 apiece to its treasury.

More than two years ago we warned the I. A. F. E. against the fatal results of permitting representatives of the Trust to appear too prominently at the annual convention then approaching. Many underwriters were down for "papers to be read", but when the time arrived at Chicago, Chief Clancy, at that time President of the I. A. F. E., stated from the platform that in deference to our objections the insurance interests had been eliminated.

Later, during the convention, he asked unanimous consent for one of the insurance men to be allowed to read a paper. The consent was granted, but the insurance man had already got cold feet from the effects of our fusillade and disappeared before his name was called.

In reporting the Chicago convention we stated in reference to this illuminating incident that there is a great difference between permitting underwriters to autocratically run the convention and compelling them to respectfully knock at the door and ask for admission with hat in hand.

For it cannot be too strongly emphasized that the less the Chiefs have to do with the Trust the better off they will be. They would be mere children in the hands of this insidious concern. The Trust would turn them around its little finger, thinking thus to secure through the Chiefs that control of the fire service which would add so greatly to its already enormous profits.

The Trust already regards the Chiefs as a kind of helpless people, without any knowledge of the great world of finance wherein it dwells, ignorant, indeed, of the affairs of the world at large, and only important because they stand between it and ownership of the fire service. This is shown by the contemptuous way the Trust treats the Fire Chiefs, bulldozing them, frightening them, confusing them, humbugging them, and doping them up with the chloroform that it has in store to put them to sleep.

It was putting all kinds of raw ones over on the Chiefs less than three years ago, when we opened up on these proceedings. It was holding long conversations with itself about the various fire departments in the separate cities, picking them to pieces, criticising their organization and discipline and "knocking" the various Chiefs until we called a halt.

The Trust pretended that it was a sort of benefactor or guardian of the fire service, and was getting away with it. It had already persuaded a number of Chiefs that it had some sort of authority over the fire service and that if they did not do what it said it would be the worse for them.

Most of this has now ceased. The Trust has been driven under cover. But it is working underground all the same. It is wriggling in other ways toward control of the fire service, and all friends of the latter should be on their guard.

The proceedings of the I. A. F. E. convention at Toronto will be watched to see if the Trust shows its head. It is almost impossible to believe that the Chiefs would be so foolish as to permit their organization to be identified with this gang.

For, of course, the Trust, under the Sherman law, is a conspiracy in restraint of trade, and those running it as a Trust are liable to penitentiary sentences in federal prisons. We do not think the Chiefs can afford to tie up their proceedings with any such shady associates.

Silence and Mystery

Whoever is handling the publicity for the coming Chiefs' banquet and convention at Toronto — if anybody is doing so — ought to be fired. It is not getting a line in the papers, which are receiving no literature about the affair and displaying no interest in it except for the enterprise of the Canadian Chiefs.

Fire journals complain they have not received a single communication from the people supposed to be running the arrangements for the convention, that they know little or nothing about it and that if this keeps on the meeting will be a "frost" with a small attendance and not only nothing done but the I. A. F. E. still further discredited.

One explanation that has been offered of this mystery is that the Chiefs' Association has no Secretary. That position for many years had been filled by Chief McFall, who was entirely familiar with the methods of boosting conventions beforehand and to whom much credit is due for the large attendance at many of the gatherings in the past.

But Mr. McFall got out last winter, and, so far as is known, his position has never been filled. Hence the literary end of the organization, the most important one at this time of the year, has ceased to exist.

Upon the contrary, the activity in this respect of other Chiefs' organizations has been striking. In Chief Armstrong the Canadian Chiefs have an admirable Secretary, who gets all kinds of free publicity for his organization. The same is true of the Pacific Coast Chiefs, whose Secretary, Mr. Bringhurst, is one of the most expert publicity men in firemanic matters. The New England Chiefs and the Chiefs' Association of New York State are also well represented in this respect, and their proposals are constantly kept before the firemanic world.

The mystery as to what has happened to the I. A. F. E. in this respect is all the greater in view of the fact that publicity as an essential part of journalism and a vital necessity for all large organizations, has since the war been increasing instead of decreasing in importance.

The publicity bureaus which keep in daily touch with the editors represent every large organization from the United States Government down. For any large organization in these days to drop out of the publicity race is to drop out of life and to cease to exist so far as the public is concerned.

A Notable Chief

Thomas J. Gough, veteran chief of the Conneaut, Ohio, fire department, recently celebrated his birthday.

He is known as Tommy to everybody in Conneaut.

Gough came to Conneaut April 27, 1891. A year later he reorganized the old Conneaut fire department. It was then a hand pump affair and was evolved into a hose cart organization of two departments. In 1893 he was elected chief of the volunteer department, again reorganized with two additional companies installed.

On December 26, 1913, a paid fire department was installed by the city with a modern motor driven pump fire engine. Since then his greatest hobby has been trying to keep the city's annual fire loss the smallest for a city of the size in the state —and he has generally succeeded.

He also has been active in work in behalf of the firemen and for two terms, 1915 and 1916, was president of the Ohio Firemen's Association.

He was chairman of the law and legislative committee of this association when the two-platoon bill for the firemen of Ohio was first taken before the Ohio legislature in 1916. To his efforts are accredited much of the success in the final enactment of this bill by the legislature Feb. 19, 1920.

The platoon system was installed by Chief Gough in the local department in 1917 under an agreement with the mayor, safety director and members of the department.

He has not always worked for a fair sized salary, either, as from 1893 until 1908 the pay of the chief was but $25 annually, payable in sums of $6.25 quarterly.

ANCIENT RELICS SOLD

John Wanamaker Buys Old Hand Pump and Hose Cart Goes to Museum

Relics of firefighting in days of long ago, some with unusually interesting histories connected with them, were sold June 5 on the auction block, when the Philadelphia Active Fire Association, of 433 Buttonwood street, disposed of its effects in Philadelphia.

The dwindling of the organization's membership from an original 114 to 16 made necessary the sale of its property, including the building, which will be disposed of later.

Among the most interesting of the relics was an old-fashioned hand-pump cart which, in its day, had held the record for pumping efficiency. Thirty men were required to obtain a stream of water that would carry 223 feet.

The pump was ornamented with spectacular paintings. The apparatus, which was built in 1850, had seen actual service with the Deppford Fire Company of Baltimore. It was bought by a representative of John Wanamaker.

Another interesting vehicle was a hose cart, built thirty years ago, with the sides of the hose reel made of looking glasses and five ancient looking brass lamps fastened at various places on the structure. This was purchased by Dr. Burke, of the Valley Forge Museum.

Another hose carriage, which had been used in Winchester, Va., and is the property of Jacob H. Rohrbacher, 1321 Orianna street, a member of the association, also will probably be bought by Dr. Burke.

Besides these larger pieces of equipment there were helmets, medallions, axes, trumpets, capes, colored prints and various other articles that once figured in the outfit of the firefighter.

The collection included firemen's belts, shields, hats, capes, old prints, silk banners presented by the Ladies' Auxiliary in 1843, painted by John A. Woodside, and all other equipment used in the days of the Volunteer Fire Department from Heart and Hand Co. of 1736, Hand in Hand Co., 1741, until the United States Hose Co., 1826.

WIRELESS FIRE TELEPHONES

Latest Improvement Demonstrated by the London Fire Brigade

Fire, London, England, in its June issue says:

Last month we spoke to and received verbal messages from the London Fire Brigade headquarters, 7 miles distant, by means of wireless telephony apparatus.

The messages received were quite distinct and the messages we sent were clearly repeated to us. Only at one point was there any interruption to the messages, caused by overhearing ships calling at sea due to the wave lengths employed being from 750 to 500 metres. These wave lengths are not those recommended by the Marconi Company for regular working.

The liability to occasional interference by other stations will be obviated by working on other wave lengths which would remove all risk of local interruption.

The result of our test last month clearly demonstrated the great usefulness of wireless telephony for fire brigade work. Officers in charge of apparatus could immediately ask for help and otherwise communicate with headquarters or other distant stations, whether working at local or country outbreaks of fire. The messages can be sent in a busy thoroughfare or from an isolated spot such as a farm.

The whole of the traveling, receiving and transmitting apparatus occupies but a very small space.

The demonstration was arranged by the Marconi Company, and fully demonstrated the usefulness of wireless telephony for other purposes than strictly fire brigade work. A fire brigade by its means can keep in immediate touch with all the work and apparatus at a fire wherever situate on land, river, dock or sea Additional equipment can be dispatched within a few seconds of the need being first known—so also personnel, police, doctors and ambulances.

The usual wired fire telephone service in large cities cannot always secure such rapid communication, notably in dock and railway areas, where even private telephones are a great distance apart. In country districts the wireless telephone is indispensable.

In populated areas the risk of wired telephones being thrown out of order by storms, explosions and conflagrations renders necessary the use of a wireless substitute immediately available. We recall the fact that at a great munitions fire early in the war several hours elapsed before firemen working on one side of the area involved knew of the destruction by explosion of a motor fire engine and crew on the opposite of the burning area.

The owners and tenants of large isolated mansions, farms and other premises, by means of wireless telephony are also enabled to immediately call up fire brigades or other assistance. Fire brigades by similar means can communicate with each other in fire brigade areas promptly without using public lines liable to interruption.

The scene of the demonstration referred to was Putney Common, situate seven miles from the London Fire Brigade Headquarters and almost on the boundary of the London Fire Brigade area.

The wireless apparatus at the brigade headquarters, temporarily installed by permission for the purposes of the tests, consists of a standard Marconi aircraft transmitter and receiver. The gear was placed on a small table in Cr. Offr. Dyer's own private office, the aerial wire being suspended between the hose drying towers.

The apparatus on the brigade motor tender was similar in character to that at headquarters, the more delicate portions of the apparatus being supported by rubber suspension.

The weight of this apparatus is about 85 pounds, and can easily be erected in the rear of a hose box. The copper aerial wire is run out from a small reel and hooked to a tree or tied to a lamppost or other support. Even if a fireman holds the aerial up high and taut conversation is equally as clear as when fixed to a pole or other object.

There is no need for any petrol or steam engine to generate the necessary current, this being performed by an accumulator battery working in conjunction with the usual Marconi electric generator.

The whole of the gear can, if desired, be carried on a light wheeled handcart or a push cycle as distinct from a motor propelled cycle or other vehicle. Being so readily transportable, it could be carried to the scene of a fire on a fire motor and then removed just outside the danger area by hand, to prevent injury should the fire develop and involve or damage the fire vehicle.

From the time the tender pulled up on Putney Common exactly 60 seconds only elapsed before conversation was taking place with headquarters in Southwick Bridge Road. At first there was, as mentioned, slight interruption from ships at sea, and there was also the necessity of changing over from talking to receiving.

But the apparatus which will be supplied to fire brigades will, as previously mentioned, not be liable to wireless interruptions, and will be on the duplex system, whereby talking and receiving can be conducted without changing over.

When the tender pulled up the aerial pole was strapped to the rear of the tender; a fireman took the end of the aerial and a hook ladder, ran to a convenient tree, and fastened the aerial thereto. At the same time the two copper gauze ground mats were unrolled on the grass, and communication was thus established with headquarters.

Later, during the return journey to London, at Clapham Common, about four miles from headquarters, the tender was again pulled up, and the aerial fixed to a lamppost, up which a fireman easily climbed. The metallic grounding mats were unrolled on tar macadam — a bad conductor — but conversation was quite clear.

The gear can be operated with the greatest ease by any non-technical person. The telephone transmitter is of the usual type, so also the headpiece with ear receivers.

"Outside Pressure"

Fire Service,
New York.

Gentlemen — Why should the Chiefs Convention pay any attention to outside pressure about the solution of one of its most important problems, especially when the adoption of an entirely new rule is proposed?

I ask this in connection with the proposed presentation to the Convention at Toronto of requests that Chief Kenlon be re-elected President — a thing that has never happened before.

Rotation in office has always been the rule of the I. A. F. E. Why depart from it now?

If Chief Kenlon comes to the Toronto Convention with a bunch of resolutions passed by outside bodies advising the I. A. F. E. about its own business, and demanding that Kenlon be re-elected President, why should it pay any attention to these demands?

As an old member of the I. A. F. E. I do not believe it will let itself be dictated to in this way. It is quite capable of managing its own affairs to suit itself and not to suit outsiders. The members of the organization are the best judges of what is best for it, not outsiders. They do not like being dictated to. They will do all the dictating that is required.

They are the best judges of any reasons why President Kenlon should be re-elected, if any reasons there be. Up to the present time nobody has shown any overwhelming reason why the Association should depart from its time-honored custom and adopt an entirely new policy.

It would be an injustice to Chief Healy, the next President, and the long line of deserving Chiefs, who will pass up to this honored position.

June 24. Fire Chief.

War Honors for Firemen

There was published in the "London Gazette" last month a list of war honors including several thousand names. There are many industries and war organizations mentioned, and the fire service is therefore proportionately well represented by 19 names, although several more service names might well have been included. The honors awarded, however, constitute a substantial recognition by the Government of the great importance to the nation of the best equipped and most efficiently organized and successful fire service in the world. The list includes honors for every branch of the fire service—professional, retained and private.

In addition to the list following, it must be remembered that about an equal number of service names were gazetted for honors during the war, also quite a number of King's Fire and Police Medals were awarded to the fire service.

The congratulations of the fire service are heartily extended to all those mentioned in the following list, especially to Commander Sir S. Sladen, R.N., former chief officer of the London Fire Brigade, whose K.B.E. is undoubtedly granted as a mark of recognition of the valuable work done by the British fire service in general during the war, and in a special sense of the duties performed in the metropolitan fire brigade area.

We are especially pleased to record this honor to Sir S. Sladen, because at the time of his retirement from the London Fire Brigade a few months back we pointed out that his services were well deserving such an honor as that now granted.

The fire service appliances industry will also be gratified by the honor awarded to Sir R. H. Dennis, the managing director of Messrs. Dennis Bros., Ltd., of Guildford, the pioneers of the motor turbine fire engine, of which a great number were manufactured during the war for service in the areas where the British Armies were operating in France, Egypt, Salonica, Mesopotamia, &c., as well as at home in the Government controlled factories and areas. Sir R. Dennis was in India at the time his honor was gazetted.

Several honors are awarded to fire brigade chief officers of both professional and retained fire brigades of the greater London area, as well as to officers in the London Fire Brigade. A noteworthy honor is that awarded to Ch. Offr. Thorpe and his men on several occasions during raids performed excellent work in the centre of London, traveling in on their motor pump on the air raid warnings being given.

The list is as follows:

Knights Commanders of the Civil Division of the Most Excellent Order of the British Empire (K.B.E.).

Lt. Comdr. Sampson Sladen, R.N. Former chief officer of the London Fire Brigade. Services in connection with the war.

Raymond Herbert Dennis, Esq. Services in connection with the supply of motor fire engines and lorries.

Commanders of the Most Excellent Order of the British Empire (C.B.E.).

Francis Caldwell, Esq., M.V.O. Head constable, Liverpool City Police, and chief officer, Liverpool Fire Brigade.

Lt.-Col. John Hall-Dalwood. Chief constable Sheffield City Police, and chief officer Sheffield Fire Brigade.

Captain Herbert John Despard. Chief constable of Lanarkshire, and chief officer Lanarkshire County Fire Brigade.

George Morley, Esq. Chief constable Hull City Police, and chief officer Hull Fire Brigade.

Officers of the Civil Division of the Most Excellent Order of the British Empire (O. B.E.)

Walter George Coles, Esq. Chief clerk, London Fire Brigade.

Arthur Ready Corlett, Esq. Chief officer, Manchester Fire Brigade.

John Stirling, Esq. Chief constable Gt. Grimsby Boro' Police, chief officer Gt. Grimsby Fire Brigade.

Albert Robert Tozer, Esq. Chief officer Birmingham Fire Brigade.

Members of the Civil Division of the Most Excellent Order of the British Empire (M. B.E.)

Francis James Bell, Esq. Chief officer Surbiton Fire Brigade.

Henry John Butler, Esq. Chief officer Wimbledon Fire Brigade.

John Farmery, Esq. Chief officer Ilford Fire Brigade.

Major Charles Prior Lovelock, T.D. Chief officer Carshalton Fire Brigade

Eustace Ridley, Esq. Hon. Sec. Fire Advisory Committee, Ministry of Munitions.

Stanley W. Thorpe, Esq. Chief officer Kodak (Private) Fire Brigade.

Frederick Bainbridge Willis, Esq. Senior Supt. London Fire Brigade.

David William Wood, Esq. Technical adviser, Special Fire Survey Force, British Red Cross Society.

Oswald Paul Wilson, Esq. Deputy Chief surveyor, Special Fire Survey Force, British Red Cross Society.—Fire, London, England.

SERVICE NEWS FROM EVERYWHERE

New England States

Chief, deputy chief, captains and lieutenants in the Fall River fire department blossomed forth with new white crown and black visor, making a natty contrast with their blue uniforms. It is said the wearing helmets to fires by members of the department will next be in vogue.

The fire department committee on pensions of Manchester, N. H., comprising Capt. A. M. Tuson of Engine 2, Capt. J. J. Collins of Engine-Ladder 7, and Capt. M. R. Maynard of Engine-Ladder 6, met and discussed ways and means of placing their desires before the voters next fall, relative to the referendum regarding the striking out of the one year phrase in the state pension law. The firemen will meet the police department representatives soon, as well as the pension committee of the teachers, and map out a campaign of action. The city employes want the one-year clause eliminated from the pension act, in order that they will not have to go before the city fathers every year, seeking a renewal of their pensions.

Memorial Day was generally observed by firemen throughout New England in decorating the graves of former comrades.

Overexertion at the fire at the E. G. Holley farm in South Hadley Falls, Mass., is believed to have been the contributory cause for the sudden death of Andrew Kozniuk. The medical examiner reported death as due to heart failure, which was evidently brought on by overexertion at the fire. Kozniuk was a call member of the fire department. He had lived in South Hadley Falls a year. He formerly lived in Holyoke 12 years. He leaves a family.

A number of irregular blows struck on the fire alarm circuits was caused by workmen repairing the magnets, which were burned out of the bell striking apparatus in the belfry of the West Quincy M. E. Church when the steeple was struck by lightning. Three of these blows struck just after an all-out signal had been sounded following an alarm from the Daniel Webster School. The three blows were taken by some to mean that the special call for the steamer had been sounded and caused a number of people to go to the schoolhouse to see what was the matter.

John E. O'Donnell, 24 years old, of Worcester, Mass., a hoseman on Hose 5, fractured his right ankle while drilling at Fire Headquarters. O'Donnell fell into the life net and his foot became caught between the net and the buildings. He was taken to City Hospital in the police ambulance.

The American of Waterbury, Conn., says: "Handicapped by totally inefficient water pressure, coupled with a defective fire hydrant, Chief Henry H. Heitman and his men fought a noteworthy uphill battle against a bad fire on Burton street. When the firemen got to work they found the water pressure very poor and continually getting worse. Two of the pumpers were set into action but even with these working the pressure was scant and the roof of the building burned off with several streams playing upon it. Deputy McEvoy, Capt. Martin Campion and Capt. James Quinn directed firemen who fought the fire with axes, chopping the roof apart and hurling the burning timbers and shingles to the ground, this system being more efficient than fooling around with pressureless streams. A large crowd gathered and all joined in finding fault with the water pressure and asking what would happen on a windy night in case a good fire should get going. All realized that Chief Heitman was doing the best possible under the circumstances, however, and praised him and his firemen for the great uphill fight they were making."

At a special meeting of the Framingham, Mass., Selectmen, with all members present, it was voted on motion of Mr. Clark that a hearing be granted the members of the fire department, in regard to the abolition of the sliding scale of wages effective in the department, as referred to the Selectmen at the last special town meeting.

There will be a special city election at Bristol on Tuesday, July 27, to take action on the purchase of new fire apparatus, the erection of a new fire house on Meadow street and the installation of a bell fire alarm system. This was decided upon at a meeting of the common council, when several of the councilmen declared that the public has been anxiously waiting for something to be done towards getting sufficient equipment to fight fires and to have a bell system, doing away with giving an alarm to the telephone office, which oftentimes is delayed, causing much damage before the firemen arrive.

Pierce A. Morrison defeated James Shea in the contest for chief engineer of the P. S. Barber Hose Co., held at the 34th annual meeting of the Pawcatuck, R. I., fire district in the hose house on Liberty street. Reports of the officers were presented and election of officers held. A tax rate of 3 mills was voted. The meeting was called to order by Albert G. Martin, moderator, the call was read by the clerk, William A. Hillard, and the minutes of the last annual meeting read, approved and ordered recorded. The treasurer's report showed receipts of $12,646.19 and expenditures of $11,876.88, a balance of $761.31. The indebtedness of the district is $6,868.19, an increase of $18.90 over the preceding year. The collector's report showed a total of $7,326.30 paid into the treasury. Uncollected taxes on the levy of 1919 amounted to only $68.46.

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Chief William C. Davol of the Fall River fire department was granted a vacation of two months by the board of fire commissioners, beginning Monday, June 14. Deputy Chief Joseph Bowers, Jr., automatically becomes the head of the department in the absence of Chief Davol and the board appointed Capt. Jeremiah F. Sullivan of headquarters acting deputy chief, Capt. Sullivan to assume his new duties when Chief Davol starts on his vacation.

The emergency wagon of the Fall River fire department ran into an accident while on the way to the fire in the barn owned by George D. Flynn The wagon had reached the foot of Anawan street and was about to turn into Water street, when the rear wheel collapsed, dropping the right-hand side of the truck to the roadbed. Electrician McGuire and the chauffeur were unhurt.

Fire Warden Harry D. Towne of Erving, Mass., was instantly killed when the automobile in which he was riding to fight a forest fire was struck by a south bound passenger train on the Central Vermont railroad at the Lester street crossing. The driver of the machine, Wilfred Davis, was seriously injured, and taken to the Farren hospital in Montague, where his injuries were found to consist of a broken left arm and a severe cut on the left side of his head.

The general sale of ammunition for cap pistols has been brought under the regulations and rules governing the sale of fireworks according to an announcement made by District Fire Chief George S. Hodgman of Gardner, Mass. Paper caps, so-called, which small boys load up their pistols with, cannot be sold any longer unless permits for the same are issued by Chief Hodgman. Up to the present there has been no regulation of the sale of caps. Supplies were carried by retail dealers who made no effort to carry a regular line of fireworks in connection with the celebration of the Fourth. Owing to the common sale of caps in many local stores in the past, trading in minor explosives without permits being required, Chief Hodgman calls special attention to the latest requirement, now restricting sales to those having permits. In the rules and regulations governing the sale of fireworks, paper caps are designated as "special fireworks" which shall include all fireworks and firecrackers that contain white or yellow phosphorus, a fulminate, or any explosive compound which may be ignited by shock or friction. Examples are potassium chlorate firecrackers, bombs or shells producing visible effects without excessive noise, toy torpedoes, paper caps, cane ammunition and articles of similar nature."

The Hancock Ones won at Brockton, Mass., the city championship, deferred from 1919, and a purse of $100 a side, on the Hancock playfield, when the Heights boys pumped a stream down the muster field paper one and three-quarters of an inch farther than their rivals, the Campello Vets, Enterprise Two, were able to do. It all happened within 1 minute and 45 seconds of the expiration of the Hancock's playing time. There were several minutes of suspense while the judges at the paper measured the drop of water that fell farthest ahead on the paper, a bit of careful figuring to see that no mistake was made, and then a wild yell came from a crowd of Hancocks who rushed pell mell across the field to the old engine house and rang the old Heights' bell as an official proclamation of victory. The Hancocks' best stream, 189 feet, 5 inches. The Enterprise best stream, 189 feet, 3¼ inches. The best stream thrown by the Campello Vets' engine was their first, a moment after the starter's pistol was fired, as compared with the last chance victory stream hurled against a cross-cut northwest wind by the Heights boys when their time was almost up. The Enterprise 2 threw seven streams, and the Hancocks nursed their strength for five efforts, the final of which won the local honors and the money.

The first exhibition drill of the fire department of the city of Revere, Mass., was held on June 2. These were the graduation exercises of the new drill school. This school is the only one in the State outside of the Boston fire department and was inaugurated under the new rules and regulations of the department put into effect by Mayor Walsworth on April 1 of this year. Representatives of the Boston newspapers and the local papers, together with visiting chiefs of departments from surrounding towns and the drillmaster of the Boston school, the committee who worked on the rules and regulations, Messrs. B. C. Taylor and Charles Garbutt, Captains Chaughnessey and Morrissey of the fire department; Deputy Chief Smith, Chief Kimball, Commissioner Harding, Supt. of Public Works, Mr. White, Councilman Eaton and Mayor Walsworth were present. The drill was presented under the direction of Capt. George J. Porter, drillmaster for the department, and was given by the men on the off-shift of the department, leaving the stations in charge of the men on their regular tour of duty. The men went through the drill with much enthusiasm and gave excellent demonstrations in raising 25-foot and roof ladders, raising 45-foot extension ladders, laying hose from hydrant and carrying hose over ladder to roof, jumping from roof into life net, carrying persons down ladder, demonstration of two kinds of cellar pipes, use of deck guns, use of hose repair sleeves and the deluge set.

Middle Atlantic States

In an opinion by Justice Bergen the New Jersey Supreme Court dismissed the mandamus proceeding brought by the Passaic Firemen's Relief Association against State Commissioner of Banking and Insurance Frank H. Smith. The proceedings thus dismissed sought to require the commissioner to pay over the entire proportion of funds payable to any firemen's relief association of Passaic which were received by him for a tax of 2 per cent on premiums for insurance written in New Jersey for corporations on property located in that state, which is by law payable to duly incorporated firemen's relief associations. In his opinion Justice Bergen said the statute relating to the distribution of the tax provides that no part of the tax should be paid to any relief association which did not file certain required statements and reports with the proper state department. This, Justice Bergen said, the Passaic Firemen's Relief Association did not do, and that therefore no duty rested on Commissioner Smith as a state officer to make any payment to the association. The court pointed out that by the plain words of the statute he was forbidden to distribute the fund to the Passaic organization.

With the bronze pump cams of the biggest motor pump of Watertown, N. Y., worn away by ingredients taken from a factory hydrant until it was impossible to develop fire fighting pressure, and a section of the flues of the metropolitan steamer eaten out, Watertown's fire protection was reduced to the danger mark until temporary repairs permitted the use of the steam engine. A truck driven by Alfonzo Brett of the water department, with Capt. Samuel J. Hill, representing the fire department, left post haste for Elmira, car-

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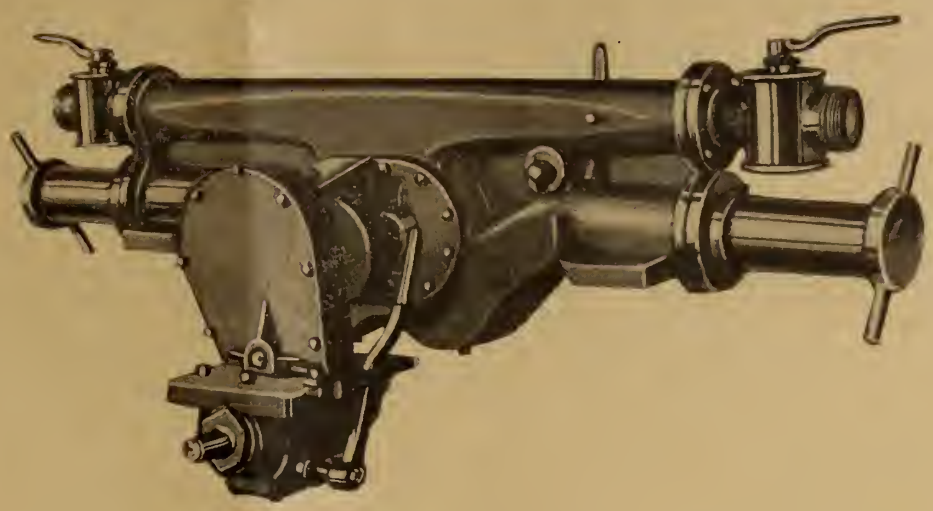

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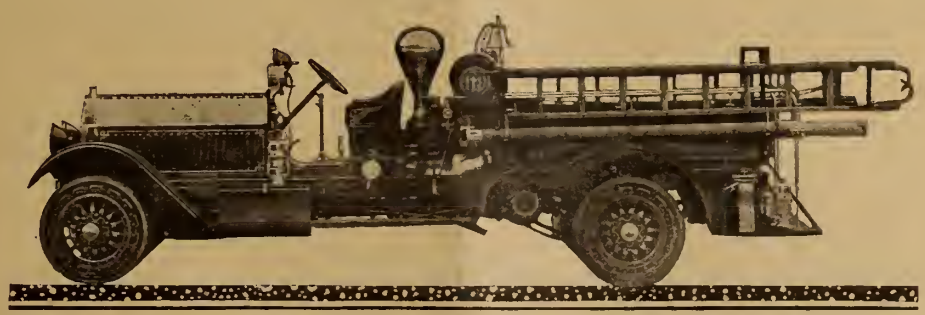

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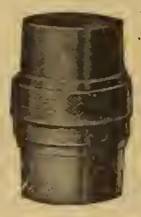

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rying the pumps of No. 1 motor to the factory for immediate repair. Officials of the company, reached by phone, promised to give emergency attention to the apparatus. The damage to the big motor pumps and the eating away of the steam engine flues left the city dependent upon the second size engine of No. 2 company and the so-called junior pump of No. 4, one with a capacity of 750 and the other delivering 400 gallons of water a minute against 1,000 gallons for the injured pumper and 900 for the steamer. The second reserve steamer is loaned to Carthage pending repairs to its engine, damaged on the way to Beaver Falls. In the office of the headquarters reposes a paper bag partly filled with heavy sand taken from the pumps of the damaged motor and believed by the firemen to have ground out the cams and the bronze case in which they rotate.

New and most modern fire apparatus involving an expenditure of nearly $300,000 by Philadelphia is to be acquired by the fire department shortly. Director Cortelyou, of public safety, announced that contracts for the apparatus have been awarded. The apparatus consists of eleven fire engines, costing $145,475; eleven combination hose and chemical wagons, $99,847, and three "hook and ladder" vehicles $49,374. With the acquisition of this apparatus, the fire department will be 75 per cent motorized. The award of the contracts followed the throwing out of the awards for similar apparatus made to another competitor by former Director Wilson last December.

For the first time in three years the New York Fire Department held memorial exercises for their decedent members, more than 1,000 gathering in St. Patrick's Cathedral for vespers and benediction. The depletion of the department's ranks by the participation of 464 men in the war necessitated the omission of the exercises the last two years, as those remaining were needed for duty, and their absence, even for the short time of the service, would have seriously crippled the city's force in event of a big fire. The uniformed men assembled at Engine Co. 23, in West Fifty-eighth street, and paraded to the cathedral, with Deputy Chief "Smoky Joe" Martin and Deputy Commissioner Thomas J. Hayes at the head. In the absence of Archbishop Hayes and the Right Rev. Mgr. Michael J. Lavelle, rector of the cathedral, the men were welcomed by the Rev. Patrick Daly, one of Mgr. Lavelle's assistants. The Rev. Patrick F. O'Connor, chaplain of the Fire Department, preached.

A board of review in the Philadelphia department of public safety to reward with medals and citations firemen who have distinguished themselves in the performance of duty was urged at a meeting of the civic safety fund committee in the mayor's office. Clinton Rogers Woodruff, chairman of the committee, presented the recommendations of the committee, which was organized at the suggestion of Mayor Moore to plan for the welfare of the firemen. The by-laws and constitution of a new organization to be known as the "Civic Safety Fund Association," were adopted by the committee. The avowed purpose of the association is to "provide recognition for faithful and distinguished services of the police and fire and allied forces of the city," and to organize a system of following up their dependents, including wives, widows and children who may need assistance and direction. A board of directors of twenty-one in the association is to be appointed by Mayor Moore. Citizens of Philadelphia may become members in the association by the payment of $10 dues. Mr. Woodruff announced that $8,060 is in the fund thus far. He also stated that a philanthropic Philadelphian has agreed to pay $1,800 a year for a chief clerk of the association.

Funeral services for "Daredevil Bob" Kiersted, for 23 years chief of the Newark, N. J., fire department, who died in the home of his son, Harry W. Kiersted, Richmond Hill, L. I., were held in the Home for Services, 160 Clinton avenue, Newark. Mr. Kiersted was 74. He suffered a heart attack last winter and later a stroke of paralysis. Mr. Kiersted was a veteran of the Civil War, having served with Co. B. of the 26th New Jersey Cavalry, in which he was a favorite of Gen. George A. Custer. He was with Gen. Phil Sheridan and took part in the review of the Union troops in Washington shortly after the war.

There are eight triple combination motor fire engines on their way to Buffalo, N. Y., according to an announcement by Fire Chief Edward P. Murphy. The cost of each of the machines is about $12,000. When the machines are all installed there will be only nine horse drawn engines left. The first one will be sent to engine house No. 18 in Fillmore avenue, the second to chemical house No. 5, which is to be known as engine house No. 37; the third will go to engine house No. 11 in Niagara street and the fourth to engine house No. 24 in Leroy avenue. The assignment of the other four engines will be made on their arrival. The horses and equipment made surplus by the installation of these new engines will be sold, Chief Murphy said.

Southern States

J. G. Baetjer, a member of the City Council of Winchester, Va., in reading from copies of the old Virginia Gazette, or Winchester Advertiser, has found interesting information in regard to the early development of the city's fire department. This old paper is thought to have been the first newspaper printed in this part of the colonies, and is dated May 20, 1789. At this time the population of Winchester was but 800, and as late as 1840 Winchester was the second largest city west of the Blue Ridge. The paper deals with the early history of the Union Fire Co., whose name was later changed to the Union Steam Fire Co. when they instituted the steam fire engine. Some years ago the Union Steam Fire Co. again changed its name, and is now known as the Charles Rouss Fire Co. The market house, which stood upon the site of the City Hall, was the old fire house, and here were the headquarters of these pioneer firemen. A copy of this old paper was exhibited in a show window at Hable's store.

Preparations to entertain the annual convention of the Louisiana State Firemen's Association in Houma, La., July 1, 2, 3 and 4 have been completed by committees in charge of the big affair and the program promises to be one of the most interesting. Fraternal and civic organizations of Houma have combined efforts to make the visit of the firemen and their families pleasant and entertainment, varied and plentiful, is promised. The business sessions of the convention promise to be especially interesting this year and the convention will wind up with a great celebration on July 4 with attendance promised from all of the adjoining parishes. It is understood that New Orleans will be represented by a large number of delegates, with exhibitions by several of the companies. One feature of the convention will be a pageant representing the development of fire-fighting from the days of the "bucket brigade" through the hand pump, the old-time steamers to the modern motor-driven apparatus.

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Fire Department Motor Apparatus Instruction

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Contains a complete technical description in firemanic language, of the 30 types of motor apparatus in use in the New York Fire Dept., with all necessary explanations and accompanied by over 100 illustrations. CONTENTS: Introductory remarks and explanation of elementary principles of the gas engine — 30 Types of Motor Apparatus in use in the N. Y. Fire Dept. — The component parts of an automobile. — The component parts of a gas engine.—American-La France Combination Apparatus.—Ahrens-Fox Gasoline Hose Wagon and Pump. —Nott Gasoline Hose Wagon and Pump. — Robinson Combination Apparatus.—American-La France Gasoline Trucks. — Christie H. & L. Truck, 85 ft. three-piece Aerial Ladder. — Combination Company Aerial Ladder (65 ft.) with Christie Front Drive. — Mack City Service Trucks. — Seagrave H. & L. Truck, Front Drive, 75 ft. — Webb Gasoline-Electric H. & L. Trucks and Webb Gasoline-Electric Couple Gear Tractors. — Regulation Equipment of all N. Y. City Fire Dept. Trucks. — Knox Gasoline Hose Wagon. — Mack Gasoline and Chemical Hose Wagon. — Mack Gasoline High Pressure and Regulation Hose Wagons. — Tools carried on N. Y. Fire Dept. High Pressure Wagons. — Nott Gasoline Hose Wagon. — South Bend Hose Wagons. — Republic Hose Wagon. — Description of Operation of Stewart Vacuum System. — Webb Gasoline Hose Wagon. — Equipment of all N. Y. Fire Dept. Hose Wagons. — Christie Gasoline Front Wheel Tractor. — Cross Gasoline Tractor. — Garford Gasoline Tractor. —Water Towers attached to Garford Tractors. — Cadillac Gasoline Emergency Wagon. — Croce Gasoline Fuel Wagon. — Lubrication. — Lubricating Systems. — Ignition. — The Theory of the Dynamo. — Bosch Duplex Ignition System. — Principle of the Atwater Kent System. — Christensen Self-starter. — Ignition System on new type American-La France Pumping Engines and Republic Hose Wagons. — Carbic Flare Light. Mail, $2.65.

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Adjustable.
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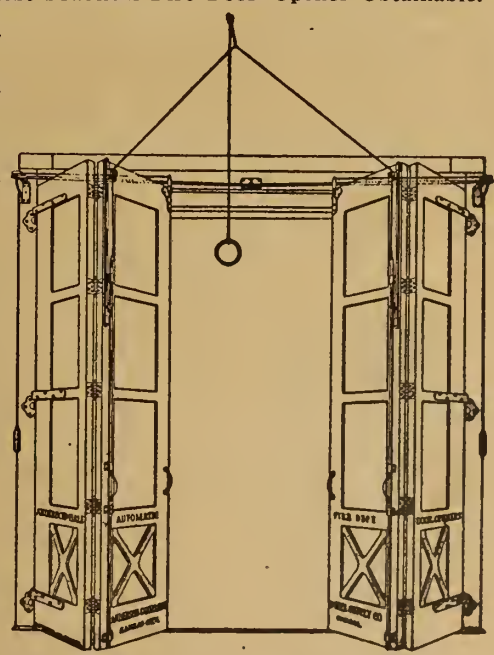

Interior View of Fire Station Doors Half Open

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KANSAS CITY, KANSAS, U. S. A.

The two-platoon system went into effect in the Fort Smith, Ark., fire department June 10 with an increase of from 35 to 52 employes. Fire Chief Maurice J. Brun announced the appointment of John Dixon as assistant chief, a position which was created under the city ordinance authorizing the two-platoon system. Dixon has served in this capacity since the death of the late Bob Kuhn, who was killed by an electric wire at a fire. Other promotions include Charles Boger and Leslie Williams as captains; Carl Bohlinger, James Kelley and Hartley Davis as lieutenants, and Harry Williamson, John Roberts, Earl Riggs, Alonzo Crawford and Henry Stevens as drivers.

Charles Parker, 23 years old, and fireman at No. 5 fire station, Oklanoma City, has been in a critical condition at St. Anthony's hospital as a result of injuries received when the motorcycle he was riding collided with an automobile truck driven by R. V. Carter at Twenty-second street and Western avenue. According to Parker the accident was caused by the fast and careless driving of Carter. Carter told the police he was driving about twelve miles an hour and that Parker speeded down Western avenue and ran against his car. The fireman said he will file charges of reckless driving against Carter. Doctors attending Parker said he has a chance to recover though he is seriously injured. Several ribs were broken, it was said, and he is thought to have been injured internally.

A fire extinguisher company at Atlanta, Ga., is suing the city for $5,218.35 alleged due because citizens were loaned extinguishers during the great conflagration of 1917. When the water pressure of the city fell low citizens flocked to the company's office and it holds that it issued 696 extinguishers and that only 187 were returned. The city council refused to pay the bill and the company, claiming it the duty of the city to protect property from fire, has gone to law for its money.

The governor of Texas is expected to announce the appointment of a state fire marshal to fill the vacancy caused by the recent resignation of S. Wallace Inglish. Upshur Vincent of Austin, recently appointed chief of the fire prevention division of the state fire insurance commission, has been mentioned in connection with the office. It is understood the insurance commission will not appoint an assistant state fire marshal to succeed H. B. Savage of Belton, recently resigned, at least for the present. Mr. Savage has resigned to engage in private business.

As head of the Fire Department of Covington, Ky., Commissioner L. E. Bullock on June 4 said he would organize a new department in conformity with the instruction of the City Commissioners. Fire Chief Teddy Griffith and Assistant Chief Thomas Davis still composed the entire "Fire Department."

Middle Western States

Until the Staley Co. starts pumping its own river water from its plant east of the city or until Decatur, Ill., gets a triple combination pumper for the fire department, as has already been recommended, the northeast part of the city will not be protected from fire by as good water pressure as other parts of the city. This was especially noticeable at the fire at the Wabash can house at Jasper street. The elevator part of the sandhouse, which is not any taller than a two-story building, caught fire, and the water from the fire hose would scarcely reach the top of it when the stream was thrown from the ground. Officials of the fire department say that the water pressure at the waterworks during the fire was 140 pounds and with that much pressure at the waterworks there ordinarily is pressure enough in other parts of the city that the stream of water would have torn the roof off the can house at that distance. Many people commented about the low pressure.

Fireman David Haber has resigned from the Cairo, Ill., fire department to accept a more lucrative position with the Centralia, Ill., department. He is the second man to leave the Cairo department for Centralia since the department was organized there recently, Capt. James McNeilly having been appointed chief in the northern city. Former Capt. James Wallace, who has returned from 14 months service in the shipyards at Newport News, Va., has succeeded Haber.

The Lorain County Firemen's Association will hold its annual convention in Lorain, Ohio, on Wednesday, Aug. 18, Fire Chief David Hatt said. Committees in charge of the day's program have not yet completed their work. The association comprises departments from Lorain, Elyria, Wellington, Amherst, LaGrange, Grafton, and Vermilion.

Every police officer and every member of the fire department of Danville, Ill., will resign, if plans now being arranged are carried into effect. The city will be without police protection and without fire protection legally, but in fact the city will be afforded the same protection by each of the departments as in the past, the move being planned merely for the purpose of making effective at once the recent salary ordinance. The ordinance increasing the pay of policemen and firemen from $110 to $133 a month was passed, but could not be made effective until after the new appropriation ordinance was adopted. This was done at a meeting of the city council. At

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that time two sets of pay rolls were ready, one calling for salary at the $110 rate and the other at the new rate. The latter was offered, but lawyer members of the city council assert that even yet the raise cannot be given the men, for the reason that an increase cannot be made effective during the term for which city officers or employes are serving. It is pointed out that if the city employes and as such entitled to the reappointed they will be legally new employes and as such entitled to the new salary rate, therefore it is planned to have all the members of the police and fire departments resign, and then be renamed and reapproved. The measure cannot, it is said, be made retroactive, and employes are willing to accept the old rate of pay for May and three weeks in June, but ask that this step be taken at once so they may start in at the new rate.

Anton Cherney, 30 years old, 615 Blackhawk street, died in the Grant hospital, Chicago, of injuries suffered when he was struck by a fire truck at Blackhawk and Larrabee streets. The truck was responding to a fire alarm. Cherney apparently did not hear the bell, and walked in front of the truck.

Alderman Griffin of Kansas City, Mo., introduced an ordinance in the lower house of the council providing that the theaters be required to pay for the services of city firemen who are stationed at them during the performances, instead of the city paying the bills. Under the ordinance, the theater managers would pay the money into the firemen's relief fund. Griffin explained that firemen who have been ill or injured are assigned to the theaters during periods when they are not able to do active service. The ordinance was referred to the fire and water committee.

George Reynolds, 34, of 1513 Fullerton avenue, Chicago, was injured when at State and Randolph streets by a bursting fire hose. He was taken to the Alexian Brothers' Hospital. Engine Co. No. 13 was testing a hose, when a section burst under 300 pounds pressure.

Resolutions favoring passage of a bill by the state legislature making provisions for the care of families of firemen who lose their lives in the line of duty and for firemen disabled while fighting a blaze, were adopted by the forty-eighth annual convention of the Minnesota State Firemen's Association in session at Moorhead.

Because the city council of Madison, S. D., declined to expend from $500 to $600 in sending twelve members of the Madison volunteer fire department to the state fireman's tournament at Hot Springs, Chief Walker and about twenty other members of the department tendered their resignations. The virtual strike of the chief and his score of associates did not affect the fire protection of Madison, as a majority of the members of the department remained loyal and continued on duty.

Installation of a modern police and fire alarm system, independent of the Nebraska Telephone Co., was discussed at a conference of City Commissioners H. B. Zimman and J. Dean Ringer and City Electrician Israel Lovett of Omaha, Neb. It is estimated a municipal system would cost $250,000. The city pays the telephone company $16,000 annually for alarm service.

The convention of the Minnesota State Firemen's Association closed at Moorhead with the election of officers, John Berg of International Falls being elected president. First vice president, W. E. Cudmore, Roch-

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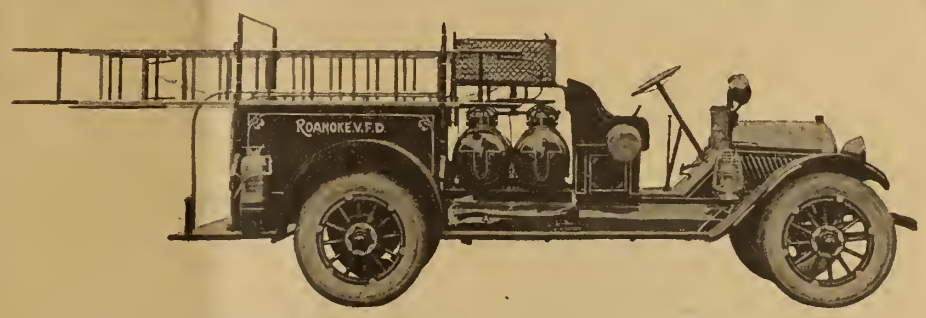

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Miami, Fla. — The city will extend fire alarm system, erect additions to Central fire station, erect and equip South Side fire station. Bonds will be voted on same amounting to $25,000.

Redondo Beach, Cal. — Has commenced proceedings for acquisition of a fire engine house at cost of $6,000; also for a municipal building at cost of $10,000 and fire apparatus at cost of $12,000.

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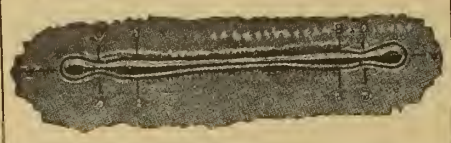

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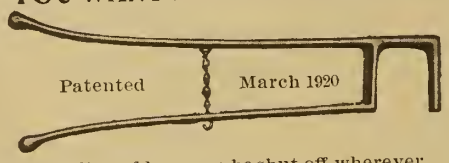

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ester; second vice president, C. S. Baily, Bemidji; secretary, John A. Gross, Red Wing; statistician, John Boylhart, Rochester.

Twenty-five free airship rides will be given to holders of the lucky numbers at the firemen's celebration on July 5 at Des Moines, Ia. The affair will be given at the state fair grounds and will be for the benefit of the burial fund. In addition to the airplane rides there will be races between airplanes and motorcycles, motorcycle races, bicycle races, foot races, boxing matches, athletic contests, and vaudeville acts.

Battalion Chief Francis A. Byrnes of Chicago either disregarded or overlooked the fact that the fire department has a new drill school and a new drillmaster when he drilled the men of hook and ladder company No. 8, June 1. At any rate charges have been filed against him with the civil service commission charging infraction of the rule placing all drillings under the order of the drillmaster. He is attached to the third battalion.

The accident which resulted in the death of Assistant Fire Chief Wilson of the Duluth fire department has prompted the street and fire committee of the Hibbing, Minn., council to issue a warning against auto drivers who insist on driving their cars while a fire apparatus is on the run to an alarm. It is noticeable in Hibbing that automobile drivers continue running their cars while fire trucks are approaching fires. The new order is that car owners, the moment they hear an alarm and the approach of the fire department, must pull in to the curb and remain there until the department passes.

At a special meeting of the Laurium, Mich., council, the wages of the volunteer firemen were raised from $140 to $175 per year. The trustees had considerable difficulty in arriving at a fixed rate, for the question was put to a vote three times and in the final vote only one councilman refused to ballot.

Chief Marriotte of Quincy, Ill., submitted the following list of apparatus, etc., that may now be dispensed with since the department has been motorized: Two hose reels at the No. 4 station; a coal wagon at the No. 5 station; a hose reel and the old aerial truck and a team of horses at the No. 7 station, and an old double 80-gallon chemical engine and running gear at the No. 8 station, and three sets of double harness. The commissioners decided to sell the team of horses at private sale. One is a gray and the other a black and they are 8 and 10 years of age, weighing about 1400 pounds each and in good condition.

The North Dakota Firemen's Association yesterday selected Williston as the 1921 meeting place and elected the following officers: Robert Campbell, Lisbon, president; William Hall, Jamestown, first vice president; Conrad Iverson, Moball, second vice president; R. C. Fuller, Beach, treasurer; H. L. Reade, Bismarck, secretary, and D. R. Taylor, Jr., Mandan, statistical secretary.

Western States

Action upon Councilman T. H. Bolton's ordinance granting Seattle firemen one day off duty every eight days will be deferred until budget making time if the city council adopts a recommendation agreed upon by its public safety committee. Under the Bolton ordinance the plan would not be put into operation until Jan. 1, 1921. A petition for a fire engine at Hillman city was referred to Chief F. L. Stetson of the fire

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DENVER, COLORADO

Fort Wayne, Ind. — It is proposed to establish a new fire alarm system for this city, erection of an alarm house as an addition to central fire station included in the plans.

"There is at least one Northern 'Commercial' dealer or service station in every village, town and city in the United States"

Northern Fire Apparatus Co., Minneapolis Minn.

department for a statement as to whether he has an engine available. A communication by citizens urging construction of a fire station east of Green Lake and north of Cowen and Roosevelt parks was referred to the budget committee.

The donation of $200 to the Seattle firemen's relief fund by the Tacoma Railway & Power Co. was announced by Commissioner Fred Shoemaker. Commissioner Shoemaker read a letter from Richard Sullivan, manager of the T. R. & P. thanking the firemen for their excellent work in fighting the fire which destroyed the T. R. & P. generating plant on June 2.

The report of the Aberdeen, Wash., fire department for the month of May shows that 24 calls were answered, the same number as answered during the same month last year. The total distance traveled was 356 blocks, 10,950 feet of hose were laid and 153 feet of ladders were raised. One call assistance from Hoquiam was answered, when their city hall was burned. The lungmotor was used once during the month when an employe of the local shipyards was drowned. Several changes in the personnel of the force were made last month. W. P. Taylor, R. J. Holland, Tom Sleva and Fletcher resigned. K. McPhee, C. V. Chapman, R. H. Smith and Robert McDonald were appointed to take their places.

F. E. Pape, fire warden of Washington State, announced the appointment of V. O. Wallace, C. P. Roundtree, Clark Plant and J. A. Roundtree to have charge of fire protection work in Lewis County this season. Appointments in other counties were announced by Mr. Pape at the same time. Arrangements have been made by the state fire warden with Camp Lewis officers to have a detachment of federal soldiers deputized as fire wardens for the purpose of patroling the forests within the government reservations at the camp.

The residents of the south end of Ward VII (Hastings Townsite), Vancouver, will organize and maintain a volunteer fire brigade if the city will reopen No. 15 Fire Hall and supply a reel and a line of hose. This was the offer of Alderman Reid to the civic fire and police committee. It was referred to the alderman and Chief Carlisle to report on the details. In making the application, Alderman Reid pointed to the statement made by Chief Carlisle early in the year that nine out of ten houses which catch fire in that district are burned to the ground before equipment from the other halls can reach them. In reiterating this statement, the chief said that the roads in that district were in very bad shape.

Chief Williams of the Durango, Colo., fire department received a letter from the state association stating that all the petitions for the 12-hour system had been received but a few and that the movement is a success. The letter gives a list of nearly all the fire departments in Colorado. The convention to be held later is called attention to, and delegates are asked for.

Fire practically destroyed the new terminal building of the Caldwell Traction Co. and three men were overcome by smoke at Pocatello, Idaho. When the firemen reached the scene the entire basement was in flames. A candy concern in the same building caught fire and helped the flames to spread and developed great masses of fumes and smoke. Ernest Penningham, a fireman, who was gassed in France, was taken from the building unconscious. He recovered in a few hours. Robert Corbin and the fire chief were also overcome by the fumes, but recovered in a short time.

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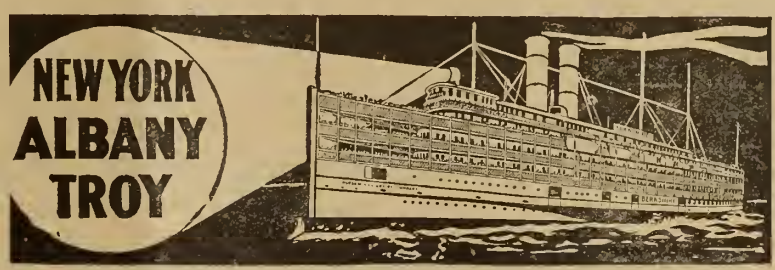

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Pat. June 16, 1908

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FIRE SERVICE
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BOMBS TO START FIRES

Queer Collection Made in Kansas Showing I. W. W. Methods

There was exhibited in New York recently a grim array of incendiary bombs and other apparatus for the starting of fires. There were trophies of a State-wide campaign that saved the crops of Kansas from the torch of the radical labor element of that part of the country. They were brought on by L. T. Hussey, who, as State Fire Marshal, led the fight against the destroyers of property.

He was handicapped in this fight by the fact that the Kansas Legislature did not appropriate $25,000 requested for the work. His force included eighteen men of his regular staff, the representatives of fire insurance companies and the Secret Service men in the employ of the railroads.

"These men were instructed to cover as much territory as possible and work northward as the harvest progressed," he said. "A letter written by the Secretary of the I. W. W. organization at Great Bend, Kan., had been intercepted giving their plans and the names of their organizers and their respective locations where literature would be sent to them by express. This enabled us to intercept the literature and catch the organizer when he called for his package. As a result of this campaign a good many arrests were made and a large amount of I. W. W. literature was intercepted.

"Some of this was of very inflammatory nature and proved, as we had suspected, that a reign of terror had been planned for the Kansas wheat fields. It was apparent, however, that they were not succeeding in their organization as they had expected. One of my deputies intercepted a letter at Hays City, Kan., written from Chicago headquarters of the organization to an organizer.

"In this letter it was urged on the part of the organizer, 'Don't move until things have quieted down. They now have a large number of our men in jail and the hounds are grabbing our men on the least pretense and getting our literature. Our work so far in Kansas has been a failure because we have been unable to get our literature properly distributed.'

"A good many arrests were made throughout the State, all of which we were compelled to handle under the vagrancy law enacted in 1917, which has some provisions which are somewhat drastic and which served its purpose in the emergency. Information from reliable sources indicated that at the time of this campaign the I. W. W. had not less than 400 to 500 organizers in Kansas and the territory adjacent.

Among their number were highly skilled chemists fully capable of compounding chemicals which would produce combustion at will. We found in many instances they had purchased sulphured phosphorus, nitrate of potassium and alum. These ingredients were used in making what they termed 'doughball,' the first two being combustible and the latter causing the balls to crack while drying and ignite. Liquid fire was so arranged in containers as to ignite at a fixed time, allowing for the establishing of a perfect alibi. In the several instances where it is known this sort of contrivance was used the operator was far from the scene when the fire occurred.

"Other bombs were found by our men made of flannel or woolen cloth saturated in linseed oil and turpentine and so placed on the south side of wheat stacks that the direct rays of the sun would strike them and cause them to ignite. Another quite common method was 'by the kitty,' or 'the slab cat.' These were generally found to contain chemicals in small glass bottles so placed that the acid would in a few hours destroy the cork, allowing the contents to come into contact with the air, which would produce combustion. As in the other case the alibi was made good.

"In one or two instances we found matches placed in boxes with the heads about one inch from a glass so arranged as to focus the sun's rays on them and in time to cause them to ignite. In still other cases we found that sticks of pure phosphorus were used wrapped in wet cloth and pushed into the side of wheat stacks, with the result that as soon as the cloth dried out the phosphorus came in contact with the air and combustion took place.

"Here is a machine found in the metal conveyor of a threshing machine near Kinsley, Kan., after a fire was extinguished. This fire started with a slight explosion and spread almost immediately to all parts of the machine showing that a highly combustible liquid was used. In this instance they were threshing oats and the bottles and matches had evidently been placed in a bundle of grain. Quite a number of barns in the wheat belt were burned during the harvest season from mysterious causes, which were doubtless chargeable to these activities.

"The organizers were often very adroit in the use of their identification cards. We often found three or four of these cards in searching them, made out in different names, so when they were operating in different parts of the country they could use different names. The literature obtained from them indicated that they operated under a code system, many harmless expressions when the code was employed indicating some form of destruction.

"I am convinced that in this case the ounce of prevention was worth a pound of cure. I feel justified in saying that we in Kansas, in a measure at least, solved a condition that saved to the wheat growers of Kansas hundreds of thousands of dollars without the loss of a single life, so far as I know. This is brought to mind by the fact that Kansas produced approximately $371,000,000 worth of wheat in 1919. The losses reported to my office covering both grain and hay, which we do not separate, amounted to $254,472 for the same period.

"Kansas usually blazes the trail as she has done in prohibition and other matters of national importance. She has again stepped into the spot light and, at the special session of the Legislature recently held, enacted a syndicalism law with teeth in it that will make the way of the I. W. W. and kindred organizations tough and strenuous."

Contemplated Improvements

Hillside, N. J. — Committee has been appointed to purchase fire apparatus. Chief Gerstung said that it should be a motorized department.

Canton, S. D. — $8,000 in bonds have been voted for purchasing modern fire apparatus for the volunteer fire department.

Ravenna, Ohio. — Fire department and city hall bonds have been voted

Bexley, Ohio. — Fire department bonds have been authorized; $25,000.

Santa Rosa, Cal. — Has ordered the purchase of a new pumping fire engine.

Memphis, Tenn. — Bids will be received for furnishing and delivering rubber hose.

Waukesha, Wis. — 350-gallon pump truck and fire alarm system will be installed.

Santa Ana, Calif. — The question of issuing $33,000 fire protection bonds will be submitted to vote.

Daly City, Cal. — Has voted a tax of 15c on the $100 for the next five years for purchasing a fire alarm system at cost of $11,000.

Havre de Grace, Md. — Volunteer company is raising funds for fire apparatus.

Cumberland, Ia. — A disastrous fire occurred. The town is without fire protection.

Belleville, Ill. — It is proposed to establish a fire station in the "Signal Hill" section for the protection of that district.

Goshen, Ind. — Board of Public Safety has requested appropriation of $7,000 for additional fire apparatus.

Kansas City, Kas. — Board of Fire Commissioners contemplate purchase of an aerial truck, motor-driven.

Boston, Mass. — The budget for this year includes $150,000 for further motorization of the fire department.

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FIRE SERVICE

NEW PLATOON RULES

Conflict About Meaning of "At Liberty" at Lynn

In spite of the doubt expressed by City Solicitor Jacobs of Lynn, Mass., of the legality of a section of the new fire department rules which may be in conflict with a paragraph of the statute law authorizing the establishment of fire departments on a two-platoon basis, the city council rushed through an emergency ordinance consisting of the old rules and a few amendments.

The particular section about which there is more than ordinary doubt purports to prohibit firemen from leaving the city except after obtaining permission from the chief and also prohibits them from engaging in any other line of work when not performing actual duty. It also makes it mandatory upon firemen to respond to fires for which more than one alarm is sounded.

Councillor William H. Cochrane opposed the adoption of the rules because he questioned the legality of the section which prohibits the men from doing what they choose while "at liberty."

The statute says that they shall be "at liberty" when not actually on duty and until the Supreme Court determines just what the phrase means there will be great doubt about the authority of anybody to enforce compliance with the rules.

Councillor Cochrane said that the courts have already ruled that a fireman cannot be compelled to secure permission to leave the city and that no such regulation can be enforced anywhere in Massachusetts.

He advocated the adoption of rules which would permit the superior officers to enforce discipline but he cautioned his colleagues not to be hasty and take action which would have to be reversed.

Councillor McAuliffe explained that the only changes made in the rules were the inclusion of a section giving the chief authority to expend up to $100 for incidentals without first obtaining consent of other officials and the addition of the paragraph defining what firemen may and may not do.

He said that Chief Chase wanted rules at his command and that he was willing to take a chance on the question of legality.

Solicitor Jacobs was asked for an opinion and he frankly stated that there was considerable doubt about the legal interpretation of the phrase "at liberty" which is found in the statute. It is susceptible of a very broad interpretation, he said, and while it might be found that the rule under discusion conflicted with the statute he entertained the opinion that it was not very far from the line which will be drawn defining what is legal for firemen to do.

Councillor Cochrane was the only dissenter when the vote was taken and the rules were submitted to Mayor Creamer for his approval.

LETTER FROM CHIEF RUSSELL

Anxious to Make Toronto Convention a Success, He Dispels Some Doubts

The total absence of all management, forethought and experience in arranging for the necessary publicity about the coming annual banquet and convention of the Fire Chiefs Association at Toronto have brought out conspicuously the fatal mistake made in dismissing Chief McFall from the Secretaryship and failing to fill that office with somebody qualified to do this work.

As a result, mistaken ideas about Toronto have spread broadcast and indications have not been lacking of a possible failure in large attendance.

President Kenlon has been too busy running for re-election for a second term to attend to such matters, which have been neglected to such an extent that the Canadian Chiefs, as we have already explained, have become alarmed and are taking their coats off to try and make the Toronto convention a success.

As nobody in the United States seemed to be looking after the arrangements for visitors at the Convention, and as it is to be held in one of their leading cities, the Canadian Chiefs feel a more than ordinary interest in it and do not wish to see it become a "frost." This they think would reflect upon Canada, although neither the Canadian people nor the Canadian Chiefs would in any way be responsible for such a catastrophe.

At all previous conventions for 15 years back Secretary McFall was busy for months beforehand with a large mass of correspondence designed to keep the coming convention in the eyes of the firemanic world and in securing a vast mass of publicity urging Chiefs from all parts of the country to attend, as well as giving them and the cities for which they were employed substantial reasons why they should attend.

Nobody in the firemanic world had a larger acquaintance than Chief McFall and it is doubtful if any other person knew so many Chiefs and was so popular among them. His genial personality alone secured the attendance of many Chiefs. As each year went by he secured greater proficiency in the work of the Secretaryship and extended his acquaintance, with the result that the Conventions never thought of putting any other man in his place. He had become invaluable to the I. A. F. E. and the success of more than one convention was due in large part to his untiring efforts.

The contrast after he had gone so unexpectedly has been very striking. The work of the Secretaryship has been neglected.

While all the other Chiefs associations to the number of over a dozen have been securing much publicity about their annual meetings and attracting widespread attention, the Toronto Convention practically never appeared above the horizon until the Canadian Chiefs got busy. You would not know that any convention of the I. A. F. E. was to be held this year until Chief Armstrong of Kingston, Ont., fired the first gun, explaining that he had volunteered to help out and would not accept the vacant position of Secretary if it were offered to him. As everybody knows, Chief Armstrong is an experienced man in this kind of work, having for years filled with conspicuous success the post of Secretary of the Canadian Chiefs Association.

And now along comes Chief Russell of Toronto with a letter to the press on the same subject. He has the welfare of the convention in his city very much at heart and is working zealously to make it a success in point of attendance.

If any Chiefs anywhere are in doubt about conditions in Toronto and want to know anything about the convention, we would recommend them to write at once to Chief Armstrong or to Chief Russell, from whom they will receive every courtesy, with immediate replies to their queries.

The letter of Chief Russell is as follows:

Toronto, June 26th, 1920.

Fire Service,
New York.

Gentlemen — There is, apparently, some doubt as to this city being able to supply adequate hotel accommodation for the delegates coming to the Convention of the International Association of Fire Engineers, here the last week in July.

I would appreciate very much if you will give the matter a little publicity, because the idea is altogether wrong.

The city has, all told, seventy-four standard hotels. The greatest trouble is that all wish to stop at Headquarters, which has but 400 rooms, and consequently will be unable to provide for all.

However, there will be lots of room and as the Convention will in itself be held in a park on the shore of Lake Ontario, I doubt very much if the delegates will give the matter of sleeping accommodation much thought, after they are familiar with the arrangements. Luncheon and dinner can be had at the park, consequently the only time the visitors will want their rooms will be at night time.

Thanking you for your co-operation in this matter, I am,

Very truly yours,
W. Russell,
Chief, Fire Department.

Bell Ringing Ended

The day of the fire bell in Richmond is ended. After consultation with Fire Chief Miller the board of works, by a unanimous vote, decided to discontinue the practice of ringing the bells throughout the city.

The action was taken, according to the board, for the purpose of avoiding congestion at fires. Chairman Henry Gilbert has made a study of the methods in other cities of this size and found as a result of his investigation that the custom has been discontinued in practically all other cities.

The main purpose at a fire, Mr. Gilbert says, is to make the working conditions as easy as possible for the firemen in order that they may do their work efficiently. Under the present custom, he says, the people rush to the scene of the fire in automobiles and on bicycles, thus congesting the streets and getting in the way of the firemen.

The board recommended to the fire chief that the big trucks be equipped with siren whistles in order that the streets may be cleared quickly. The siren whistles will overcome the objection, it is thought, that the ringing of the bells would warn people to clear the street.

The new system will be put into operation at once.—Richmond, Ind., Palladium.

"DAREDEVIL BOB" KIERSTED

Death of Former Newark Chief Recalls Remarkable Career

"Daredevil Bob" Kiersted, who for twenty-three years was chief of the Newark, N. J., Fire Department, died June 17 at the home of his son Harry W. Kiersted, 8559 112th street, Richmond Hill, Long Island.

The former fire chief, who was 74 years old on May 9, had been making his home with his son for some time. He had been in failing health since last winter, when he suffered a heart attack. Three months ago he had a slight attack of paralysis on his right side, and when he made his last visit to Newark, a few weeks later, friends who saw him noted that he had aged greatly and was failing rapidly. Since then he had been compelled to take to his bed.

Chief Kiersted's illness became critical when on May 27 he became unconscious and remained in a state of coma for a week. On Memorial Day he roused to consciousness for a brief interval. A few days later he regained consciousness and was able to get about the house, but his mind wandered and his family feared that his mentality would be impaired.

The death of Robert Kiersted brings to an end a picturesque career. The nickname, "Daredevil Bob," which in time gave way to the more respectful one of "Chief," was won by exploits performed during his service in the Civil War and as a driver in the Fire Department. It fitted even after he was elevated in one step from his position as driver to that of chief of the department.

In the latter position he made an enviable record and upon his retirement it was said of him that he was "the best fire chief Newark ever had." Under his regime the department was developed to a high point of efficiency, so that its fame became known in other cities.

Mr. Kiersted was born in Newark in 1846, son of Mr. and Mrs. Aaron Kierstedt. He was educated in the Newark public schools.

Following the outbreak of the Civil War as a boy of 16 he enlisted in Co. B, 26th New Jersey Infantry, serving with that unit from Sept. 18, 1862, to June 27, 1863, when his nine-month enlistment period expired. On Jan. 2, 1864, Kiersted re-enlisted in Co. F, 3rd New Jersey Cavalry, was mustered in the same day, and served through to the close of the war.

While in the infantry, Kiersted participated in the Shenandoah Valley campaign. In the cavalry he was under Gen. George Armstrong Custer, noted as an Indian fighter, with whom he became a favorite. He was in the fighting at Spottsylvania, Cold Harbor, Petersburg, Winchester, Cedar Creek and other noted battles.

He was with Gen. Phil Sheridan on the occasion of the famous ride from Winchester, at Appomattox when Gen. Lee surrendered his sword, and took part in the review of the Union troops in Washington after the declaration of peace.

It was while he was in the cavalry that Kiersted gained the knowledge of horses which later served him well as a fire driver.

He was a daring horseman and Gen. Custer made him a trusted messenger and dispatch bearer. He acted also as a scout for Custer, to whom and his comrades he was known as "Jersey" Kiersted. In the latter capacity he obtained information which aided Sherman and Custer in outwitting Mosby, the rebel guerilla. Several times he narrowly escaped capture by Mosby.

Once Kiersted was captured by Confederate troops under Gen. Johnson, before whom he was taken to be questioned. Permitted a certain latitude about the camp, Kiersted watched his opportunity and seizing one of the best of the enemy's horses made his escape, although pursued and fired upon.

"I was so skinny then," he used to say in relating the incident, "that the bullets couldn't touch me, but they whizzed uncomfortably close."

Kiersted always was wiry of build and this slenderness made him appear even taller than his five feet eleven inches.

In Washington after the war was over, Kiersted met Gen. Johnson again and reminded him of the time of his escape. Telling of this in later years, Kiersted said the general professed to remember their former meeting.

When he was mustered out August 1, 1865, Kiersted returned to Newark and took up the trade of carpenter and cabinet maker. He declined an offer from Gen. Custer to take him as regular scout and plainsman in Custer's frontier campaign.

Carpentering was too tame for young Kiersted, however. In 1869 he became a "runner" in the Fire Department and two years later, June 1, 1871, was appointed

The Late Chief Robert Kiersted

by Common Council a member of Truck No. 1, then located in Broad street, near the entrance to the old burying ground. The following year, after horses had been provided for the department, he was made driver of the truck, receiving his appointment from Chief Carhuff.

Kiersted had been a good soldier and he soon proved himself a good fireman. He took no thought of danger and his skill as a driver enabled him successfully to take chances which for another might have been disastrous. On occasion they came near to being that for him.

One such was in December, 1883, when his truck was hit by a Pennsylvania train at the Chestnut street crossing, then at grade. That, he often remarked, "looked like it was going to be my last fire."

Racing to a blaze on the east side of the tracks. Kiersted attempted to beat a fast express to the crossing. Just as his horses were dashing upon the tracks the guard atempted to lower the gates. Realizing that he would not make the other side, Kiersted swerved his horses quickly to one side, but not quickly enough, for the locomotive struck them and the forward part of the truck, killing the animals and shattering the apparatus.

Kiersted and his crew were hurled to the ground amid the wreckage. When the others had picked themselves up and found that they were unhurt they looked for Kiersted. He was lying some distance away, unconscious.

When he had regained his senses and sat up, Kiersted put his hand inside his coat and pulled out a chunk of flesh.

"Boys," he remarked with a wan smile, "I guess it's all up with me."

Then he stuck his hand inside his coat again and groped around. "Why, there's no hole here," he exclaimed. His companions looked again and were relieved to find that the flesh was a piece from one of the horses.

Still Kiersted was badly injured. In a hospital it was found that ligaments in one of his legs were torn and that he had met with serious bruises over practically his entire body. As a result he was confined to his home five months.

Early in the following year Kiersted was helping to fight a fire in Feigenspan's brewery when the roof of the plant fell in on him and he was laid up again for some time. Later in the same year he met with another accident when his truck was smashed up at Broad and Thomas streets and he was thrown out and hurt.

It was after he became chief that he met with his last serious accident. Directing the attack on a fire in a factory at Chestnut and Mulberry streets, he fell through a hatchway on the second floor and dropped into the basement. Two of his ribs were broken and he was otherwise hurt, but before long he was back on the job as good as ever.

The former chief had a number of daring rescues to his credit. While he was still a member of the truck company he rushed into a burning building and saved a woman who was ill from smallpox, carrying her out in his arms and ignoring repeated warnings that he was exposing himself to the disease.

On another occasion Kiersted and Charles Astley, then a member of the Salvage Corps, rescued two women from a burning house at Washington and Market streets, bringing them down ladders after their way of escape had been cut off by the flames. Still another rescue performed by Kiersted was when he dragged three firemen from the third floor of a building in North Canal street.

The three had been trapped by the flames and one had a broken leg, another a broken arm. The chief had barely got them out of the place when the walls of the building collapsed.

It was this daring which attracted the attention of members of the Common Council when they wanted a chief in 1885 and they took Kiersted from the seat of his truck and raised him to the highest position in the department, then known as "chief engineer." His appointment was made January 10 of that year.

Thereafter and until his retirement Jan. 1, 1908, after thirty-seven years in the department, Chief Kiersted gave himself entirely to the work of building up the department. He maintained the strictest discipline, and his men were ready to obey his every command because they knew the chief would not require anything of them which he was not willing himself to do.

For years he responded to every first alarm, driving his horse Ned at a pace that would have done credit to a race course. Michael Foster, now driver for Battalion Chief Michael Durkin, was Chief Kiersted's driver for years, but when the chief was in his gig he always handled the reins himself and Foster devoted his attention to holding on to his seat.

When Kiersted became a member of the department it possessed but a few pieces of hand-drawn apparatus. When he be-

came chief it had been built up considerably, but it was under his direction that it was enlarged to proportions that made it one of the best equipped departments in the country. Under him the call system was abolished and a Gamewell fire alarm system with an electrical plant costing $20,000 was installed. This plant, which has since been supplanted with one more modern, at the time was called second to none in the country.

Chief Kiersted established a department for organizing and drilling forces of the department, using the training school in the Turnverein in William street.

During his period of service, the largest fire that the department was called upon to fight was that in the James Akiman plant, in Railroad avenue. Five buildings of six stories were wrapped in flames at one time and the firemen had difficulty in preventing the destruction of that section of the city. Another large fire was that which destroyed the store of W. V. Snyder & Co. in February, 1900.

Mr. Kiersted was married twice. His first wife was Miss Henrietta Wilson of Pompton, to whom he was married May 3, 1869. Following her death, he was married again fourteen years ago to Miss Anna Daly. The second Mrs. Kiersted died in May, 1918, while on a visit to a sister in Cincinnati. Two sons were born of the first marriage, one of whom left home seventeen years ago and has never been heard from since. Besides the son at whose home he died, Mr. Kiersted leaves also a sister, Mrs. Charles W. Strobell of 27 Elizabeth avenue, Newark.

Mr. Kiersted was a member of Kearny Post No. 1, G. A. R., now merged with Sheridan Post, and of Eureka Lodge No. 39, F. & A. M.

Chief Engineer Moore of the Fire Department, in commenting upon the death of former Chief Kiersted, declared:

"Few men in the business have excelled Chief Kiersted in bravery or knowledge of fire fighting. I can remember him as a fireman. He drove a truck, but was never satisfied with the inactivity of caring for the horses at a fire. He was always in the midst of the work."

Funeral services for Robert Kiersted were held from the Home for Services at 160 Clinton avenue, Newark. Rev. Edmund A. Wasson, police chaplain, officiated in the absence of Rev. Dr. J. C. Howard, fire chaplain.

Old-time firemen, now on the retired roll, who fought many a big "worker" at the side of their former chief, were in attendance at the services, as well as many chiefs and members of out-of-town fire departments.

All the organizations to which Mr. Kiersted belonged were represented at the services. About 250 members of the Fire Department were present from the off platoon. The firemen met at the house of Engine Co. No. 10 in Sherman avenue, went from there to the Home for Services and afterward followed the casket out to Broad street. The Fire Department representatives left the procession at the Clay street bridge.

The Association of Exempt Firemen of the city of Newark was represented by its officers: Charles A. Astley, Charles Wagner, George M. Sanders, Henry S. Martin and Daniel J. Spillane, and the board of trustees of the organization.

Representatives also were present from Eureka Lodge, F. and A. M., from Protection Lodge, I. O. O. F., and from Sheridan Post of the G. A. R.

The acting pallbearers were Battalion Chiefs Charles G. Storch and Michael J. Durkin, Captains John J. Hebring of Engine Co. No. 21 and Arthuh M. Vanderstreet of Hook and Ladder No. 8, Fireman Austin Davis and Driver Michael Foster, who was Chief Kiersted's driver when he resigned from the department. All these men are former members of old Chemical Co. No. 1, which was located at 143 Market street, and in which Chief Kiersted made his headquarters.

The honorary pallbearers were: Former Mayors Henry M. Doremus and Jacob Haussling, Chief Engineer Paul J. Moore, former Fire Commissioner Thomas E. Burke, Edward E. Gnichtel and John B. Oelkers, Fire Commissioner John J. Connolly, former Police Commissioner Osceola Currier and Charles J. Sode, who was a tent mate of Mr. Kiersted in the Civil War.

Interment was made in Arlington Cemetery, where Mr. Kiersted's family plot is located, and where his first wife is buried.

THE IRISH FIRE SERVICE

Fire Considers Where it Should Come in in "the New Irish Government"

Should "the new Irish Government" have control of the Irish fire service? This question has now been raised by Fire, of London, England, the official mouthpiece of the British fire brigade officers.

Americans will be puzzled to know what is meant by "the new Irish Government," because not only have two or three of them been almost set up during the past quarter century, but there are at the present time before Parliament proposals for three different Irish Governments, while the Sinn Fein claims to be running a fourth.

And now it appears from Fire that a fifth, and altogether different, scheme for a new Irish Government is the one to bet on.

The schemes before Parliament are first the official proposal of the Lloyd George Government setting up two separate Parliaments in Ireland and which has been altered half a dozen times in important particulars since its introduction and may be changed again. Meanwhile the Home Rule passed and signed by the King in 1914 is a law on the statute book.

A bill has also been introduced and passed its first reading in the House of Lords, where it is very strongly supported, setting up another form of Irish Government, what is known as "Dominion Home Rule."

But Fire seems to think that the coming "new Irish Government" is not any of the above, but an altogether different plan. This is what is called Devolution, or Federalization, whereby separate parliaments and governments are set up for England, Ireland, Scotland and Wales, these to deal with local or home rule questions, while a general parliament for all would deal exclusively with Imperial affairs.

So many different schemes for governing Ireland have been coming over here on the cable that Americans have not been able to keep track of them and Devolution appears to have been lost in the shuffle, but Fire says: "The proposals now before the Government provide for the delegation to these Parliaments of questions affecting local government." It then goes on to consider where the fire service would come in under these separate governments of the different federalized countries. It says:

Whilst the fire service organizations are talking of federation, the Government is discussing national Federal Devolution.

Under federation the fire service will have its own system of Federal Devolution of course, but the nation just now has not so much individual freedom, with the result that there is so great a pressure of business in Parliament that a via media must be sought for attending to all the measures brought forward. This will be found in separate Parliaments for the units of the United Kingdom.

The proposals now before the Government provide for the delegation to these Parliaments of questions affecting local government, including inter alia, fire brigades. These proposals come at a time when the Government is firmly convinced that the period has arrived when the fire services of the country must be reorganized, so that the smallest villages and hamlets may be efficiently protected against fire. Unless the Government quickly lays down the broad lines of such reorganization, there is the likelihood of the Federal Parliaments each adopting separate policies.

The police powers are not to devolve on the several parliaments, for the very obvious reason that the police system is already nationalized and there should be but one system under which law and order are to be maintained. For the same reason the fire brigades should not pass under the control of the Federal Parliaments except as delegated powers from an Imperial Home Office department as with the present police system.

It would be politically impossible for the Imperial Parliament to reorganize the fire service after the Federal Parliaments have received fire brigade powers. Therefore fire brigades should not pass under Federal Parliaments except as delegated powers under a reorganization scheme previously laid down by the Imperial Parliament.

Should the Government permit Federal Devolution to involve the transference of the present fire service system to the control of Federal Parliaments, there would follow of surety very grave difficulties and a recurrence of troubles such as the appointment of the Home Office Committee on Fire Service Conditions has for the time being only alleviated pending the report of the Committee.

Federal Parliaments may not be proof against reaction and measures of that nature may involve sympathetic retaliation throughout the country.

Proposed Suisun Dam

The construction of a giant dam across the Carquinez straits in Suisun bay, from Army Point to Bullshead Point, California, is the plan offered by delta interests as a solution of the present water difficulties in the lower reaches of the Sacramento and San Joaquin rivers. The dam is intended to keep the salt water from backing into the mouths of these rivers and so assure a supply of fresh water for domestic and irrigation uses.

The dam would contain locks to permit the passage of steamers of light and heavy draught. It would be about a mile long and 53 feet high. A railroad track or roadway might be built across the top.

If the dam were constructed, it is claimed, the Suisun salt marshes would become fresh water marshes and could be reclaimed for cultivation.

Offer Tractors

A new model of the Christie Front Drive Tractor formerly sold by Front Drive Motor Co. is now being offered by the Wedlake-Lamson Co., Hoboken, N. J., who are also producers of a number of metals, the leader of which is "polar bearing bronze," an alloy of secret composition for heavy duty bearings.

FIRE SERVICE

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Return the Money

The Fire Chiefs at their Toronto convention should at once adopt a resolution returning to the fire insurance interests the large amount of money — said to be close to $14,000 — secured from them since the last convention, and now reposing in the Treasury.

The Association cannot afford to soil its good name and surrender its independence for such a paltry sum, or for any sum. It is "dirty money." It "buys" the I. A. F. E.

Do the members of the Association like the idea of being "kept" by the underwriters? We think not.

Two years ago, under pressure of criticism in these columns, they were quick to turn down at the Chicago convention the interposition of the fire insurance interests in their affairs, when underwriters were ruled off the program, where they were down for a number of papers specially doped to administer chloroform to the Chiefs. The Chicago convention was quick to clear its skirts of this dangerous and threatening influence.

The situation today is much more serious. Fire insurance men in large numbers have been admitted to membership during the past year, paying exceptionally large fees.

They have been quick to take advantage of the opportunity to "own" the I. A. F. E. They think they own it today and that soon they will have complete control of the fire service.

As a first step towards declaring its independence of these sinister influences, the Convention should order the fire insurance men off the reservation. The Chiefs are quite capable of paying the small expenses of their Association out of their own pockets.

It is the only self-respecting course. It preserves their independence.

Better independence of the underwriters and poverty than dependence on them and affluence!

Let the "dirty money" be promptly paid back, with interest.

That Second Term

President Kenlon of the I. A. F. E. is so busy running for re-election for a second term in conflict with the long-established custom of the Association, that he has not yet been able to furnish any substantial reasons for this unusual request.

He says: "I have tried to arouse the interest of the Chiefs from over the United States and Canada, to set them thinking on fire matters." If they were not thinking about fire matters what were they thinking about?

Is it possible, as President Kenlon implies, that the Chiefs stopped thinking on fire matters several years ago and have since been thinking about something else? Will he kindly let us know how he discovered that the Chiefs were not devoting any thought to their business and what reason he has for asserting that they needed to be "aroused" to this, or anything else connected with the fire service?

He speaks further about his intention to "establish standards" of the fire service. Does he not know that neither he nor any other individual can establish any such standards, which can only be established by law or custom or both?

Standards are a growth, not a creation, in the fire service and in other lines of establishment. They are not made by an "oration" or by writing something down on a piece of paper, but are established by law and custom.

What he means by "standards", however, are merely suggestions, as is shown by the titles of a number of committees he appointed, such as "Standardization of Salaries," which Chief Clancy of Milwaukee was told to look after.

Just how the I. A. F. E. could standardize the salaries of Chiefs we do not know, unless a number of them receiving salaries below a certain limit, should resign, or strike, and even that would not standardize the salaries of Chiefs.

What the Chiefs need is not to have their salaries standardized but raised, for if they were all standardized President Kenlon's salary would be lowered to the common level, and we notice that he has lately been seeking to have it still further increased.

President Kenlon also says he has "done a great deal toward putting the Association on a sound financial basis." We never knew it was on an unsound financial basis. It has always paid its debts and had a balance in the Treasury.

What he means, however, is that he has filled its Treasury with a lot of money obtained from the fire insurance interests, which are about the last interests in the United States that the Association ought to have anything to do with.

President Kenlon says: "I shall not go into the Convention seeking a renomination." But that is just what he is doing. Nobody but himself proposed that he be renominated.

Accompanied by underwriters he went to the recent meeting of New Jersey Chiefs and to other such gatherings near New York endeavoring to get resolutions adopted recommending to the Toronto convention that he be given a second term. The impropriety of this course never seemed to have occurred to him.

The proper people and the only people to whom the request for a second term should have been made were the Chiefs assembled at Toronto, upon whom he is now endeavoring to bring outside pressure in the form of these framed-up resolutions of foreign bodies secured in many instances by the underwriters. The Toronto convention will be quite capable of deciding this matter for itself. It concerns no other organization.

The idea that President Kenlon has lately found that he cannot "complete his work" for the I. A. F. E. during his year in office will not hold water. The plan for a second and possibly a third or indefinite term in office, is not a new one but an old one, with which he took up the position 11 months ago. Within a few weeks thereafter it was fully explained in the Fire Engineer. That was over ten months ago.

So that the "second term" now represented as a late discovery is an old scheme, long considered and prepared for.

If President Kenlon is not "seeking a renomination" will he kindly state who is seeking it? He resembles the small army of presidential candidates eliminated by the two national political conventions this year, all of whom solemnly asserted that "the people were clamoring for them." Nobody else but themselves heard this alleged clamor. While pretending to be attending to their private business and "in the hands of their friends" these individuals were spending hundreds of thousands of dollars to secure nominations which they said they did not want, but which they "might take if forced upon them."

We hope the Toronto Convention will not grieve President Kenlon by compelling him reluctantly to serve another term when he asserts that he is not seeking a renomination. He has many things connected with his department demanding his attention, and if the people are "clamoring for him" let them keep on clamoring in vain.

English Co-Ordination

We understand that the Government has now decided, in view of the unprotected condition of many parts of the country in regard to fire protection and the necessity for co-ordination in regard thereto in relation to naval, military and national establishments, to appoint at an early date a Royal Commission which will investigate the subject and also inquire into the standardization of fire appliances.

That standardization is necessary is amply proved by the fire brigade returns published elsewhere in this issue; hose, couplings and hydrants of different types are in use throughout the country, necessitating in almost every fire brigade dealing with out-district fires the carrying of several kinds of adaptors and hose.

We congratulate the Government on their prompt recognition of the need of the Royal Commission. Less than six months have elapsed since, in our issue for December last, we drew particular attention to the necessity for such a commission, as distinct from the Departmental Committee on Fire Service Conditions then recently appointed. — Fire, London, England.

SUCCESS OF PLATOONS

Described in Address by Chief Rich of Somerville, Mass.

Chief Rich of Somerville, Mass., recently made an interesting address to citizens about firemanic progress.

The Chief said the fire department was one of the most important departments of Somerville, and the city is well equipped with fire stations and the locations are ideal, and any fire in the city can be reached within a minute after the alarm is sounded.

He said the first motor apparatus was purchased in 1910, and since that time under the administration of Mayors Burns and Cliff the department was still further motorized until today only eight pieces are horse drawn. The best was always purchased, he said, and all the pieces are in use today, and no one questions the efficiency of the motor apparatus.

The first five minutes at a fire are most important, as much can be accomplished in that time.

The comparative cost of keeping horses and maintaining motor apparatus was an economic question, and figures show that it costs about one-third less to maintain motor driven apparatus than it does to maintain horses, for the reason that feed is high, and the cost of shoeing and of harness has gone soaring. Motor apparatus is only moved in case of a fire, and requires no maintenance when not in use.

Chief Rich next spoke of the installing of the new fire alarm system in 1913, at a cost of $38,000, including the building, and also of the two-platoon system, which went into effect in February. On this subject he said that only eighteen men out of the 108 are absolutely off duty every day, the remaining ninety men being available in case of a second alarm, three of which he has had this year, while there were only two during all last year. The loss by fire was only $77,000 last year, while it is much more than that for this year up to the present time.

Referring to the water service the Chief said it was very good and that more than 2,000 hydrants are scattered over the city and are well located. A survey by the fire underwriters, he said, showed the department to be in excellent condition, but they pointed out that the conditions of the buildings added to the increase of insurance rates.

Speaking on the cost of maintaining the department, the Chief said that it has increased steadily until this year it will cost $76,000 more than ever to keep it up.

Seventy-five per cent of the fires are preventible, he stated, placing the blame for a majority of them on careless parents, who allow children to get possession of matches and scarcely a year passes, he said, in which there are not several deaths of children due to them playing with matches. The Chief spoke of the spirit of co-operation that exists among the fire departments of adjoining cities, whereby their departments respond to what is known as line boxes in Somerville, and Somerville does the same in case of fire in these cities.

12 YEARS' PROGRESS

Rapid Advance of British Fire Service During the Lifetime of "Fire"

Reviewing steady progress in the fire service since its initial number 12 years ago, Fire, of London, England, points out the many landmarks of advancement that have been passed during that time, not the least important of which has been the adoption of the two-platoon system during the past year. It says:

This is our 160th issue and the first of a new volume. Volume XII ended with the May issue, and closed with a total number of readers exceeding 10,000. The War brought many new subscribers, and many more have been added since the armistice, proving that the stern lessons of carefulness with fire-raising apparatus and materials has been taken to heart by those whom stern necessity drove to conservation of buildings, machinery, food, &c.

This education in fire prevention has led to the voluntary introduction of fire fighting appliances and brigades after the enforcing regulations and control of the Ministry of Munitions were removed. When No. 1 of Volume 1 of Fire was issued, it had the heartiest of send-offs from the most famous and prominent men in the British fire service, some of whom have now crossed the borders of mundane existence into the fuller and richer life beyond.

Great events were predicted with the founding of Fire, and these have been fulfilled. Motorization of fire appliances was then in its infancy; the 24 hours' barrack fire duty system then held the field fire brigades were unhonored and maligned; few firemen were considered worthy of pensions or adequate living wages; local authorities considered fire brigades almost unnecessary; the efficiency of a fire brigade was rated by the magnitude of the yearly local fire loss; fire prevention was scoffed at.

Today there is feverish anxiety to instal motorized fire appliances—the London Fire Brigade alone has more than 200 motor fire vehicles; the double shift system, with freedom to live in outside quarters, has been introduced; the Government has shouldered the responsibility for reorganization of the fire service, and liberally bestowed honors upon individual members thereof in peace and war; a special committee of the Home Office has reported on pensions and conditions of service and wages in the fire service; adequate wages are now paid commensurate with the risks of fire service; local authorities recognize under pressure by the Government the need for a high standard of fire brigade personnel and equipment; the efficiency of a fire brigade is now reckoned to be in inverse ratio to the magnitude of the fire loss; fire prevention is now advocated and encouraged in official and lay quarters.

Truly revolutionary changes within a short period of twelve years — mutations so great, surprising and complete that not one of our sponsors on our birthday even hoped for such changes during their lives.

The fire service today is an honored profession, and very soon will be considered as one of the most honorable professions—scientific and well paid.

We set out with a firm policy and steadfastly pursued it, not being dismayed by apparent setbacks — today we rejoice that our efforts have been successful, that the British fire service today is the most efficient, the best equipped and the best paid in the world. Having reached these high standards we are sure the fire service will now further help us to maintain and enlarge their privileges and prestige.

Federation of fire interests and organizations is now proposed. We have consistently advocated and practised such. We have always been on happy and cordial terms with our 10,000 well-wishers, representing every phase of fire fighting and fire prevention. Never have we found a jarring note which has not been softened into harmony by tactful diplomacy to become of great usefulness in accomplishing the wonderful mass result of fire service conditions, equipment and national esteem as they are today compared with those of just over a decade ago in the early years of this still young twentieth century.

The secret, should there be one, of our success has been never to follow but always to be in the van of progress. We now look forward to the entente cordiale of the allied branches of the fire service, without which much that has been and is to be gained may be lost.

"Done Him Dirt"

Fire Service,
New York.

Gentlemen — The friends of Chief McFall — and no fire Chief in the United States has a larger number — when they meet at the Toronto convention will not be likely to forget the contemptuous way he was turned down and thrown out of the position he had occupied with so much success for 15 years as Secretary of the International Association of Fire Engineers.

There is no more popular man in the fire service than McFall. Nobody knows so many Chiefs, nobody has so wide an acquaintance with Chiefs from all parts of the country, nobody has placed Chiefs under greater obligations than McFall.

The conventions of previous years owed their success in a large measure to his zeal as Secretary, his widespread acquaintance, and the great number of friends he possessed. The small salary he received for this work in no way compensated him for the amount of time and energy expended on it. It was a labor of love with him, love of the fire service and love of the I. A. F. E. He was never so happy as when he was preparing for the annual convention, and the amount of time he put in on this work was amazing.

And although he has said nothing himself many of his oldest friends in the fire service feel that he has been arrogantly thrown aside and deprived of his office and his past services forgotten. Those who have "done him dirt" will be made to realize that there is something coming to them when the Toronto convention meets.

— Fire Chief.

"A Smaller City"

Fire Service,
New York.

Gentlemen — President Kenlon may be a very able man, but it is quite obvious that as his experience has been confined exclusively to a very large fire department this experience can be of little or no value to the average fire department, which is a much smaller one. Whatever ideas he has, if he has any, apply only to conditions that do not exist for the average fire chief who attends the annual conventions of the I. A. F. E.

I put aside entirely the honor of being president of this body and consider the position only in relation to what its occupant can do to improve the fire service. The proper man for the position is the Chief of a smaller fire department, whose problems are the same as those of the great bulk of the other members.

— Ex-Chief.

WIN DAY OFF

Seattle Firemen Triumph After a Long Struggle

Firemen of Seattle have won their long, hard fight for treatment on the same basis as other city employes.

The council passed the measure giving these men one day off in every eight and the signature of the mayor makes the bill effective Jan. 1, 1921. Councilmen A. T. Drake and John E. Carroll voted against the bill. Favoring the measure were R. H. Thomson, R. B. Hesketh, William Hickman Moore, T. H. Bolton and Philip Tindall. Oliver T. Erickson, away on leave of absence, was strongly in favor of the bill. Acting Mayor A. F. Haas was not entitled to vote.

The new measure will add 80 firemen to the payroll.

The Chamber of Commerce had been fighting Councilman T. H. Bolton's ordinance which would provide one day's holiday in eight for the fire-fighters.

A delegation from the chamber appeared before the city finance committee and urged postponement of the bill until the 1921 budget is prepared.

Firefighters spoke in favor of the measure and asked for its speedy approval.

Councilman Philip Tindall announced that he would vote in favor of the bill when it was presented to the city council, "for humanitarian reasons."

Chairman A. T. Drake said the question of holidays for city employes should be considered generally with respect to all departments where a seven-day week is in effect.

Hesketh, Bolton, Erickson and Tindall were four councilmen pledged to support of the measure.

A previous ordinance providing for a firefighters' holiday was vetoed by the mayor because it created a deficiency. The present bill removes this objection, not becoming effective until Jan. 1 of next year.

The firemen meantime want assurance that the ordinance will be enacted into law, many members of the department having quit their work through discouragement over the fate of the previous bill.

TO INCREASE FIRE PENSIONS

How "Half Pay" Has Been Affected by the High Cost of Living

Two members of the Fall River, Mass., fire department who were retired some years ago under an ordinance which limited payments to $500 per annum appealed to the aldermanic committee on ordinances, at a recent meeting, to place them on the same basis with recently retired members of the fire and police departments under the new law which allows a pension payment on the basis of half pay.

Former Capt. Edward Britland and Driver Maurice Kiley are the two fire department pensioners, both totally incapacitated and unable to do other work, who appeared before the committee to ask for the same consideration that has been accorded to others.

They both insisted that it was absolutely impossible for them, under present living conditions, to get along on the $500 per year pension. Under the new law Britland would be entitled to half of the $2,144 per year paid to captains, which would be $1,072, or $572 more than he is now receiving. Kiley's pension would be on the basis of half of $1,825, or $5 per day for 365 days in the year, amounting to $912.50, or $412.50 more than he is now receiving.

The committee was strongly impressed with the claims put forth by both men and the city solicitor ruled that the change could be made by amending the ordinance. He was instructed to prepare a draft of the amendment at once and it will be submitted as a recommendation of the committee at another meeting of the board of aldermen.

The ordinance under which these two members of the department have been retired was approved in 1906. It provided for a pension only through disability, the amount for any member or superior officer to be limited to $500.

Recently the new law was passed and Chief Davol is to be retired next September at half pay under it. Other members of the department are also receiving half pay pensions under this law.

Mr. Britland said that he was retired in December, 1915, after a service of 16 years in the fire department. He was wholly incapacitated as a result of injuries received due to a fall at a fire.

He said that he could not get along on the present rate of $1.37 per day and asked to be put on the same footing as the others.

Maurice Kiley stated that he was injured August, 1910, when kicked by a horse in the fire station. He had been in the department 29 years.

After talking the matter over with the solicitor, the committee instructed him to prepare the draft of an amendment to the ordinance for presentation to the full board.

Both of the petitioners were present and told their stories. As a result, it is practically assured that the ordinance will be amended so that these two men will be placed on the same pension basis as men are now placed when they are retired from the department, namely half of the rate of compensation, which is paid to them at their rank in the department.

TO EQUALIZE SALARIES

No Uniformity in Pay of Fire Telegraph Dispatchers

Actuated by a desire to eliminate twelve different salaries now paid to forty-six men with the one title — namely, "Fire Telegraph Dispatcher," the employees of the New York fire alarm telegraph bureau have petitioned the Board of Estimate for salary increases and have asked that three salary grades be instituted instead of the dozen now in existence.

The petition was referred to the Finance and Budget Committee.

In addition to pointing out that higher salaries are paid to the fire alarm telegraph dispatchers in other leading cities of the country, the alarm operators — the watch-dogs of the department who are wide-awake while the actual fire fighters are often asleep — have set forth their desire in a convincing manner.

For some years past there has been continual discord among the department's key men because of the variance in their salaries, although they all do the same work under the same title. Today their salaries cover a wide range from $1,400 to $2,480 per annum.

An illustration of this is manifest in the case of some of the operators in charge of the borough offices of the bureau. The operator in charge receives $2,300. The operator in charge of the Bronx platform receives $2,120, same as Manhattan, while Queens pays its head operator $1,740.

In some cases the operator on the platform in charge of a "watch" receives more than his boss in charge of the borough office. In other instances the inequality reaches the stage where a dispatcher in charge of a "watch" receives less than his companion dispatcher not in charge of the "watch."

The dispatchers want three grades under one title, viz.: 1. Dispatchers in charge of borough offices. 2. Dispatchers in charge of tours in all borough offices. 3. Dispatchers not in charge.

Don't Like "Being Bossed"

Fire Service,
New York.

Gentlemen — The average Fire Chief does not like the idea of being bossed by the Chief of the New York fire department, who appears to take it for granted that because his fire department is the largest it must therefore be the best, which is very far from being the case.

We all know that the New York fire department is not even a first-class fire department according to the new standards, as it is neither fully motorized nor fully platoonized. These new reorganizations must both be in full operation before a fire department steps into the first class. According to this classification there are hundreds of first-class fire departments in the United States today.

Why, therefore, take a man representing a third or fourth-class fire department for President of the I. A. F. E. for a second term, an unusual honor, when the Chiefs waiting for this position perhaps come from first-class fire departments and are entitled to the honor of the position in the ordinary course, as well as being in a position to furnish more practical services because their fire departments represent the average in size and not the abnormal?

The New York fire department is in no position to lay down the law to the fire departments of the rest of the country. It has never contributed anything of any value to the fire service and is not in a position to do so today.

Therefore I say let us proceed with the ordinary course of business and elect a young and progressive President like Chief Healy, who represents one of the best fire departments in the United States and comes from a town of average size whose fire problems are those of many other cities. — Chief of Department.

About Salaries

One of the 19 committees on underwriters' standardization matters for the next convention is now considering that of salaries. If the salary question has not been of sufficient importance for the chiefs' association to have it presented before now why is it important that it should now be considered just because the underwriters request it? — Firemen's Standard.

Letter from Chief Taro

Everett, Washington, June 25, 1920.

Fire Service,
New York.

Gentlemen — Just a few lines to advise you of a change in my activities which might be of interest to you and the readers of your valued paper.

The City Commissioners of Everett, Wash., have been good enough to grant me a leave of absence for one year beginning July 1 this year. I requested this in order to establish myself in business, which has been my ambition for several years. The organization of the new firm is practically completed and it will be known as the Taro Co., Inc., of which I have been elected president.

The principal line which we expect to handle are mechanical rubber goods manufactured by the American Rubber Mfg. Co. of San Francisco, Cal., comprising rubber hose of all descriptions, rubber belting, molded goods, etc. A very strong feature will be a line of fire protection such as fire extinguishers, hose racks and reels and equipment for small towns such as are manufactured by various concerns in the country. We will also stock supplies for firemen, viz.: helmets, caps, boots and bunkers, handling well established goods.

The new firm will be housed in a two-story building of concrete and brick construction, which I am just completing at a cost of $24,000 and which is centrally located in the heart of the city.

While I anticipate doing well in my new line, it is not without regrets that I am leaving the service which for the last nineteen years has been my hobby. I entered the Everett Department as pipeman in 1901, gradually climbing to the top, and was appointed Chief in 1910 to succeed W. J. Kingsley, who is well known over the coast. This position I have held ever since through various city administrations.

I am glad to say that during my ten years as Chief the fire losses in this city have gradually dropped. This is due, to a great extent, to the ever increasing efficiency of the department. We were one of the first cities on the coast to completely motorize the department, which was accomplished on March 2, 1915, the first piece of apparatus, a combination hose and chemical, being installed in 1911.

We now have two triple combination pumpers of 750 and 1,000 gallon capacity respectively, one city service truck, one combination hose and chemical truck.

This apparatus is manned by the following force: thirty-two men, including the Chief. One of the reasons for the efficiency of this department is the fact that we are working under the two-platoon system which was installed on July 1, 1919.

Another thing which will help conditions here materially is the installation of a six-circuit non-interfering automatic repeater, the contract for which has just been closed with the Gamewell Fire Alarm Co., also the removing of the switchboard and storage batteries from the city hall to the Fire Headquarters. These changes have appeared in my recommendations for the past four years and I am happy to see them go through.

C. E. Swanson, who has been connected with this department for fifteen years and has been Assistant Chief since 1910, has been appointed Chief to take my place. He is well qualified for this position by reason of his experience in this department and his knowledge of fire hazards in the city.

Yours truly,

W. A. Taro,
Chief, Fire Department.

A Georgia Fire

Sylvester, Ga., June 6, 1920.

Fire Service,
New York.

Gentlemen — The city of Sylvester has just accepted a type 75 American-LaFrance pump, hose and chemical combined. The boys are anxious for some of those big ones we have been having in the past to see what they can do.

We have one man on day and one night and then eight call men besides myself.

I spent eight years in the Jacksonville, Fla., fire department, and I thought we had the best in the world, but I will have to hand it to my bunch here. They are some firemen.

We had quite an exciting fire last week. The county jail, or at least the bunks, were on fire. Some of my men were on the job when I arrived and had the cells all open and all the prisoners out except one, and they had pronounced him crazy. In all my experience that was my first time to rescue a crazy man in jail.

After crawling through the smoke filled cells I located him and brought him out. Next day he was tried and given eighteen months on the road for trying to burn the jail.

All the other prisoners were anxious for us to swing him that night for trying such.

There had been a murder committed just outside of town and it is believed that, thinking the sheriff and all his deputies were out there, he would make a getaway, when the jailer's wife opened the cells. But she was not one of the nervous kind and stood by until some of the boys arrived, to take care of the situation.

Yours respectfully,

James A. Parrish,
Chief, Fire Department.

SERVICE NEWS FROM EVERYWHERE

New England States

Same old story from Manchester, N. H., — the "empty safe." The Leader of Manchester says: "Whatever might be the advantages of the adoption of the 'two-platoon system' by the Manchester fire department, according to Chief Charles H. French, the first objection to it at present is the fact that the city has no money to pay for it. 'Two platoons,' the chief says, 'means more firemen; more firemen means more money; and we have no more money to spend.' From the official viewpoint, he declared, the enlargement of the fire department personnel would be entirely satisfactory were it only financially possible."

The Hour of Norwalk, Conn., says: "The volunteer members of the Second district fire companies are very much disappointed over the action taken by the city council when they refused to grant Chief George W. Bogardus a fifteen-day leave of absence as he requested. The members of these companies are very desirous of having their chief attend the convention at Toronto, Canada, when the International Chiefs' association convenes there in July. The action taken by the council has had such an effect that every chief of the former South Norwalk department has volunteered to give his services gratis while Chief Bogardus is at the convention. In speaking with several of them they could not or would not believe that the council had taken and passed such a measure. It is rumored that a combined mass meeting of the Second district companies is to be held to adopt a resolution requesting the council to rescind the vote."

Harold P. Jenson of 21 Meacham street, Somerville, Mass., veteran of the world war, heads the list of thirty-nine men certified by the Civil Service Commission for appointment to the Somerville department. There are twenty-six veterans of the world war on the list. Thirty-three of the men became eligible from the examination held on April 22.

The next convention of the Massachusetts State Firemen's Association will be held at Taunton, Wednesday, Thursday and Friday, Sept. 22, 23 and 24.

Fire menaces are springing up in numerous places in Boston and other large cities on account of the ever increasing practice of keeping automobiles in barns and other wooden buildings in close proximity of rags and other inflammable property, State Fire Marshal George C. Neal declares. Under the existing law, he says, the owners of such building can be compelled only to clean them up. The law was passed in 1911, exempting from its provisions buildings already completed. "I have received complaints from the Boston Fire Department," the marshal says, "that in Roxbury there is a dangerous condition due to the fact that in a congested portion of the district a junk dealer is using a shed attached to his property for the storage of two automobiles, collections of rags, waste paper and junk. He also keeps hens and cows in the same building. I attempted to have a law passed this year in the Legislature remedying the condition, but was unsuccessful. However, I intend to renew the attempt next year."

The fire authorities of Naugatuck, Conn., are making an investigation to find what caused the fire which practically destroyed the Union City Hose House. Little has been learned, however, that would be likely to show what started the fire as at the time of the fire, as far as is known, there was no one in the building. The second story was used by the Union City firemen as a club room, but the firemen usually left the place about 10 p. m. The fire evidently started in the basement and quickly worked its way up to the roof, making it very difficult for the fire fighters to do effective work. They found the task of fighting this hose house fire one of the hardest and hottest in their experience.

Secretary William E. Hartwell, Jr., of the Haverhill, Mass., Chamber of Commerce, and Secretary McKibben of the Boston Chamber held a conference in Boston relative to the cost of installing fire alarm boxes in public schools and relative to the results attained by inaugurating such a protective system in the Boston schools. Secretary Hartwell conferred with President Fred W. Mears of the Chamber of Commerce and rendered a report of the conference. President Mears in discussing his suggestion stated that he believed that fire alarm boxes should be installed in the school buildings as present conditions from a fire protection standpoint are not satisfactory. As an illustration he pointed out the fact that when a fire alarm comes in at the first stations the firemen responding head their machines for the box from which the alarm was sounded. For instance an alarm from box 62 on Walnut square would swing the apparatus towards the box away from the Walnut square school, and any time lost in getting to a fire is precious and might mean a sacrifice of life. President Mears stated that other schools are further away from alarm boxes than this school and he believes that for the better protection of children and teachers boxes should be installed in the schools. A number of citizens have expressed themselves as being in

favor of the suggestion and the matter will be brought to the official notice of the members of the municipal council. Chief John B. Gordon of the fire department stated that he is in favor of having something done to further the protection of teachers and children in the schools. "I intend to see President Mears and talk the matter over with him," said the chief.

The Rocks Village, Mass., branch library has been reopened in the fire station. The room is on the second floor of the building and has been made attractive with new paper and paint and equipped with electric lights. A good collection of books and periodicals and the following current magazines may be found there: American Magazine, Literary Digest, Harper's Monthly Magazine and the Saturday Evening Post.

Work of placing on the front of fire headquarters, Middle street, Bridgeport, two bronze tablets commemorating the war service of Bridgeport firemen, has been completed. The tablets flank the main doors of the fire headquarters building. One tablet is in particular memory of Peter S. Pero, sergeant in the 1st Div., A. E. F., killed in action in France Sept. 29, 1918. The other tablet bears the names of 22 members of the department who saw service during the war.

Firemen, like policemen, in Boston will be equipped with uniforms at the expense of the city hereafter. The City Council by a transfer of $40,000 from the reserve fund made that sum available to Fire Commissioner Murphy for the purpose of purchasing new uniforms.

Ladder 3 of the Broad street engine house, Lynn, Mass., had a narrow escape from accident when a connecting rod between the tractor and the ladder broke as it was making the turn from Broad street into Pleasant street. The big truck skidded for several feet before it was brought to a stop with no damage except to the connecting rod. The tractor was jacked up with a traveling wheel and towed back to the engine house.

Mayor Creamer of Lynn, Mass., in discussing the controversy raised by some firemen because of the fact that Capt. William Bellfield of Ladder No. 3 had gone away for a week as a musician in a local band, said that as he understood the facts the action of the captain is not a violation of the rules recently promulgated by the city council. Members of the city council have started an agitation to have the rules strictly complied with. The explanation is made that Chief Chase granted Capt. Bellfield a week's leave of absence and under the rules he can do anything he pleases during his absence from duty. Similar leaves of absence, the mayor said, would be granted to any firemen by Chief Chase, provided that it is possible to spare them from duty.

The unusual fire alarm call three triple strokes (3-3-3) rung in at 12.12 p. m. at Willimantic, Conn., served to cause some alarm as members of the fire department look upon the call to assist out of the city limits. It proved to be correct, for Chief Wade U. Webster received a telephone call from the Smith-Winchester Company, South Windham, for assistance to fight a fire that broke out at noon at the plant. William E. Webber, chairman of the fire committee of the common council, in the absence of Mayor Charles A. Gates, gave permission to Chief Webster to send Engine Co. No. 1 with crew to the fire. Capt. James Tighe and men with Chief Webster made a quick run to South Windham. The blaze was under control when they arrived as they were not needed but lent a "hand" in clearing up matters.

The Budget of Revere, Mass., says: "A visit to the Beachmont Fire Station the past week would bring one back to the days of 'Paul Revere,' when the now thriving city was but a hamlet. An old wagon supposed to have been used in the 60's, with firemen's hats artistically displayed along the side, with several hundred feet of hose, is what the Brave Firemen stationed at the Beachmont Fire Station have to combat the elements should a disastrous fire threaten this peaceful, home-loving community. The cause of this is that the new fire apparatus has been sent away to be put in perfect condition. How long these conditions will remain is a problem that Beachmont citizens are anxious to know? 'All's Well,' and Beautiful Beachmont is safe, so long as nothing out of the ordinary happens. But supposing something did happen? Suppose a fire should break out in the thickly residential section? Could the small number of brave fire fighters subdue the flames in time to save a great loss? And another, could the fire apparatus from the Central Fire Station reach the scene in time? These questions are being freely discussed among the residents of Beachmont and they are demanding to know when Beachmont will have fire protection?"

Middle Atlantic States

Chlorine gas escaping from one of fifteen tanks in the Thompson warehouse, 521 Broome street, New York, drove more than 200 families from their homes in the immediate neighborhood, brought the reserves from three police stations to the scene, and for a time baffled the efforts of the Rescue Squad of the Fire Department. All those who came within the range of the greenish-yellow gas rapidly diffused through Broome, Watts and Thompson streets were seized with violent fits of coughing, and four firemen who sought the leak were removed to St. Vincent's Hospital after receiving a hastily administered antidote. A medical officer said the effects of the gas might be noticed for ten days or more, traceable through throat irritation, depending upon the amount inhaled.

Woodhouse Mfg. Co. recently delivered Waterous triple combinations to Linden and Tuckerton, New Jersey.

The fifteenth annual parade and tournament of the Nassau County Volunteer Firemen's Association in Westbury was the occasion for the biggest demonstration of the kind in that section of Long Island. In the crowd of 5,000 spectators that watched the parade and games were owners of many of the largest country places along the Wheatley Hills, all of whom are volunteer fire fighters. In the parade were 1,500 members of the association from thirty-five villages. Prizes for the tournament were donated by Col. Theodore Roosevelt, Beekman Winthrop, Mrs. Robert Bacon, Mrs. Willard D. Straight, Charles Steele, Mrs. William K. Vanderbilt, Jr., Major Bradley Martin, Edwin D. Morgan, Justice Townsend Scudder, the Board of Supervisors of Nassau County, the Town Board of North Hempstead and the City Council of Glen Cove.

Officers were elected and four delegates were chosen to attend the annual convention of the International Association of Fire Fighters at St. Louis in September at a meeting of Local 71 of the organization in Firemen's Hall, Center street, Newark, N. J. The officers selected are: President, William J. Sauerwein, Engine 6; vice president, John G. Young, Truck 8; recording secretary, Thomas McDonald, Engine 5; financial secretary, Cornelius A. Brosnan, Truck 3; treasurer, William R. Leidig, Squad 1; sergeant-at-arms, Victor Fescato, Engine 2. The delegates selected are: Charles E .Duffy Engine 21; Capt. Daniel P. McLaughlin, Engine 2; Battalion Chief George F. Lynch, Engine 9, and Edward Lau, Truck 2, who declined a nomination for re-election as secretary of the local, a position he has held since its organization.

Irving T. Bickell of Westwood was elected president of the New Jersey and New York Volunteer Firemen's Association at a meeting at Carlstadt, N. J. George Granger of Park Ridge was chosen vice president, The election took place after a celebration including a parade, athletic contest and carnival, in the course of which Mayor Christian Stark of Carlstadt welcomed the delegates to the borough. The next convention will be held in Spring Valley, N. Y.

At the regular meeting of the Columbia Hose Co. at Easton, Pa., the following officers were elected: President, Rush Stehlin; vice president, Ignatz Bechtel; recording secretary, Oscar Mertz; financial secretary, Joseph Ennis; treasurer, John Kline; foreman, Frank Moury; historian, John Storms; delegate to the Four County Firemen's Convention, Owen Lyons. Four new members were elected into membership. It was decided to hold a clambake in the near future and a committee was appointed to make all arrangements.

Lawrence Alsop, 22 years old, of 30A Bates street, Washington, D. C., was fatally injured when thrown from his motorcycle in a collision with No. 7 hose cart at Florida avenue and North Capitol street. He was rushed to Freedmen's Hospital, where he died at midnight. The hose wagon was going east on Rhode Island avenue and the motorcycle was being driven west on Florida avenue. Sounding of the fire gongs did not reach the rider of the motorcycle, it is believed, on account of the noise of the motor of his vehicle, and when M. J. Berry, driver of the hose wagon, saw the danger he swerved his machine far around in a fruitless effort to avoid a collision. Alsop, it is stated, also tried to avoid the fire apparatus, and when the collision occurred the motorcycle was thrown some distance. Its rider was pinned beneath the wreckage, and when taken to the hospital it was found he had sustained fractures of the right arm, left leg and skull. At the inquest into the cause of the accident the coroner's jury returned a verdict of death due to "lack of care on the part of the deceased."

The closing hours of the thirty-fourth annual convention of the New Jersey State Exempt Firemen's Association at Dover, June 17, were enlivened by a heated discussion on a resolution which proposed a per capita assessment of 10 cents over a membership of fifty in each local organization, in addition to the annual dues of $7. The resolution was defeated and a substitute passed, referring the original resolution to the executive committee, which in turn will get the opinion of the various local associations and report at the next annual convention. John G. Andes of West New York unanimously was re-elected president, but a contest developed on the vice presidency. James Kidney of New Brunswick was defeated for re-election by Lewis H. Heller of Bridgeton, the vote being 216 for Kidney and 285 for Heller.

Southern States

Fire Chief John Wray of El Paso, Texas, left for Albuquerque, N. M., where he will organize a training school drill for the city

The Chief Must Be Perfectly Satisfied

These four letters indicate that our slogan "The Chief must be perfectly satisfied" is lived up to.

Chief Sam Lupfer of Kissimmee, Fla., writes — "When it comes to fire department apparatus, Dayton Airless just can't be beat for they have always given us complete satisfaction."

Chief Hunt of Moultrie, Ga., writes — "Our tires are in splendid condition after four years of hard service. They have given us perfect satisfaction and are all that you claim them to be and then some, and for my part I don't want anything else for fire service for several reasons. **First** — the wearing quality is beyond question; **second** — they make driving easy; **third** — they add life and long service to the apparatus; **fourth** — they are very dependable and you are not bothered with a lot of tire trouble."

Chief Deane Laughlin, Santa Maria, Cal., writes — "Our tires are in the best of condition, never causing us a single second of worry. Last Saturday I drove our car seven miles in eight minutes. You know that is a good test. So your slogan goes, the Chief is perfectly satisfied, and when new tires are needed believe me, they are going to be Dayton Airless."

And Chief Maull of Lewes, Del., writes — "The tires that came with the truck in 1914 are in fine condition after five years service and they have not had the best of care either."

Chief Hunt gives the four reasons why your apparatus should be equipped with Dayton Airless.

The Dayton Rubber Mfg. Co.

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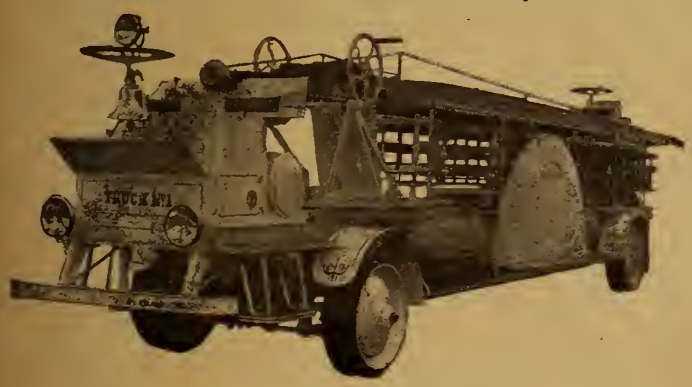

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Herewith please find check for $3.75 to cover statement; Record Book all O. K.

H. O. SMITH, *Secy.,*
Fire Dept., San Angelo, Texas.

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Specially designed to meet all the requirements of the office. Each department properly ruled, and headings neatly printed, as follows: History, Constitution, Roll of Members, List of Officers and Committees, Roll Call, Record of Fires, Cash, Individual Accounts, Minutes, etc., etc. 250 pages, 8½x14. This book has received the most flattering endorsement of secretaries in all sections. Price, $3.50. By mail, $3.75 each.

FIRE SERVICE

225 Fifth Avenue, New York

Northfield, Minn.

Enclosed find draft for $3.75 for the Secretary's Record Book. The book is fine and what I have wanted for a long time.

R. C. PHILLIPS, *Chief.*

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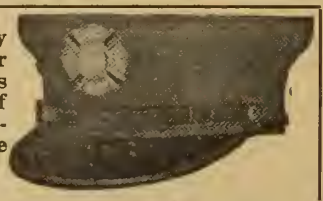
Dayton, Ohio. — Council is considering sale of $263,700 bonds for fire apparatus.

Caps of any style for chiefs, officers and men of fire departments. Write for prices.



B. SCHLESINGER & SON, 45 East 8th St., New York City

firemen. The city manager of Albuquerque, J. N. Gladding, formerly of El Paso, recently requested that Mayor Davis send Chief Wray to Albuquerque to train the firemen there. During the two day absence of the Chief, Assistant Chief J. T. Sullivan is in charge of the department.

Holding that the suit was improperly brought in the name of the union and that a sufficient cause of action was not alleged, the Fourth Court of Civil Appeals at San Antonio, Texas, in an opinion handed down at a special session June 10 affirmed the decision of Judge S. G. Taylor of the Forty-fifth District Court, in which he refused to grant an injunction against the city officials to restrain them from attempting to destroy and disrupt the San Antonio Fire Fighters' Local Union No. 84 by threatening to discharge its members from the fire department because of their union affiliations. Immediately following the handing down of the decision, Matlock & Ryan, representing the firemen, announced that a motion for a re-hearing would be filed at once, and that the case would be carried to the Supreme Court on a writ of error if this is refused. An application for an injunction will also be made to the Supreme Court, Mr. Ryan said, with the object of obtaining action before the summer vacation, if possible. The opinion, which was written by Chief Justice W. S. Fly, holds that a suit by or against a joint stock company or association can be sustained only where property rights in which the organization as a whole are interested and not where the action is shown to be several and not a joint one.

L. E. Bullock, Chief of Police of Covington, Ky., resumed his duties as Safety Commissioner on June 4. At a special meeting of the City Commissioners he asked that his leave of absence, granted some two months ago, be terminated, which was granted by the Commissioners. In his communication to the board Chief Bullock said: "Considering the conditions existing, I feel it my duty to take this action. I feel that I will be vindicated of the charges against me in the United States Court." Chief Bullock asked and was granted a leave of absence soon after his arrest on March 16 in connection with the theft of fourteen barrels of whisky from the bonded warehouse at Latonia Distillery No. 2. Mayor Thomas F. Donnelly, who asked for the dismissal of Commissioner Bullock as the head of the Public Safety Department, said that there was no malice in his action. Both men shook hands and the hatchet was buried.

A proposition by Covington, Ky., to buy water from Cincinnati was placed before the Water Committees of Covington and Newport at a joint meeting in the Covington City Building. Lieut. A. D. Gorman of the United States Public Health Service urged this solution of the question as being the surest and quickest method of obtaining pure water for Northern Kentucky. Lieut. Gorman said he had talked with Supt. Hiller of the Cincinnati Water Works and had been informed that its capacity is sufficient to furnish Northern Kentucky for many years to come. Later he held conference with Mayor Galvin, who said if there are no legal difficulties he would be glad to have a committee from Covington and Newport discuss the question with him. Lieut. Gorman outlined his plan for delivering Cincinnati water to Kentucky cities. He said that two thirty-inch mains could be laid under the Ohio River at a point near the East End Pumping Station, connecting with the large mains in Newport and Covington.

Strenuous efforts to keep down fire losses are being made by the Phoenix, Ariz., fire department. Fire chiefs in the cities of California, Oregon, Idaho, Utah, Nevada and Montana are competing and it is expected that with the firemen so determined that there will be a decrease in fire losses. In the February report of fire losses in 1919 in 24 of the chief coast cities a total of 18,383 fire alarms is shown, said Fire Chief Simmons. A careful study of this report, said the chief, shows that an application of the lessons it is designed to teach will go far towards the elimination of a large number of preventable fires. It is to be noted, pointed out the Phoenix chief, that the report includes those fires only which called fire departments into service. Hundreds of smaller fires occurred which were extinguished without turning in an alarm, the aggregate property waste of which, however, reached considerable proportions. The report says that it is a lamentable fact that the number of false alarms is one of the prominent items. Fire departments called out on false alarms are as fully in service as though responding to a true alarm and to that extent are delayed in answering alarms where a real fire has started and in which every moment of time is valuable. It is shown that last year in the cities already mentioned 533 fires were caused by children with matches, and 250 by adults with matches. Unclean chimneys caused 1,435; defective chimneys, 337; grass and brush, 3,279; sparks, 2,207; smokers, 939. All of this waste is unnecessary, said the chief, and can be eliminated. The mentioned causes of fires shows the work ahead for the fire fighters.

Middle Western States

When no complaint was filed against them, Michael O'Hern, assistant prosecuting attorney of Kansas City, Mo., refused to hold Michael Mahoney, a district fire chief, and George Woods, his driver. They were answering a call when a collision occurred at Twenty-third street and Indiana avenue, between their car and a motorcycle on which R. P. Branscum was riding. Branscum sustained injuries from which he later died at the General Hospital. Mahoney and Woods both expressed regret of the accident and declared they were ready to answer any charge that might be made by any relative of Branscum.

To avoid running into a little girl who suddenly darted into Thirty-first street at Champlain avenue, Chicago, as they were driving down the former street, Fireman Arnold Boss and Capt. William Stitzel of Engine Co. No. 50, 6345 Wentworth avenue, faced death. Boss swung the wheel over as the girl stumbled before the automobile and headed for the curb. The car overturned and threw the men to the pavement. They escaped with a few bruises and the girl escaped unscathed.

The St. Paul fire department will receive $30,364.30 from the annual 2 per cent tax paid by insurance companies into the state treasury, for the year ending June 30. John B. Sanborn, state fire insurance commissioner, certified to the state auditor the amounts due the various Minnesota towns and cities from this tax. The amount to be distributed is $195,686.60, an increase of nearly $35,000 more than the amount distributed a year ago. Last year the St. Paul department received from this source $26,956. Minneapolis will receive $53,007, and Duluth $16,668.

The last sessions of the meeting of the South Dakota fire chiefs' association were held at Rapid City, June 21, and another convention passed into history. The visitors were novelly entertained by the trout fry and the bucking contest in the after-

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Fireman Civil Service Examination Instruction. A complete course of instruction for examination for entrance to the Fire Department. Includes 279 questions and answers; 218 specimen questions, and 562 review questions, total 1,059, in addition to the text matter. Total of 130,000 words. 3rd edition. By mail, $2.65.

Fire Department Register. 250 pages, 8 1-2 x 14. Specially designed for the use of Fire Chief, Department Secretary or Town Clerk; suitable for paid or volunteer department. Has ruled spaces under proper headings for Rules and Regulations; List of Companies with their Location, Date of Organization, Apparatus, etc., etc.; Officers; Statistics of Fires; List of Exempt Members, etc., etc. Cloth, $3.50; by mail, $3.75.

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Kenlon's Fires and Fire Fighters. 410 pages, illustrated. The big book by John Kenlon, chief of the New York fire department. Tells simply and clearly what he has found to be the best methods of fighting fires in all classes of buildings, from one-story dwellings to sky-scrapers. Also history of fire fighting, useful tables, etc., Cloth, $3.50; by mail, $3.70.

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Promotion Examination Instruction. Contains 300,000 words of instruction to be found in no other book, and includes 750 Answers to Examination Questions and 1,000 Special Examination Questions, covering Chief, Deputy Chief, Battalion Chief, Captain, Lieutenant, Engineer. Contains many pages of New York City Fire College Instruction and a large amount of miscellaneous fire service information. Paper bound, $3.75. post free.

World's Greatest Fires. 141 pages, illustrated. A history of all the world's conflagrations up to the Baltimore fire of 1904. Also History of Fire Fighting; Records in Engine, Hose, Coupling and Ladder Contests, etc., etc. Paper Cover, 55 cents; post free.

ADDRESS ALL ORDERS TO **FIRE SERVICE** 225 FIFTH AVENUE NEW YORK

noon. In the election of officers E. I. Kingsley of Aberdeen was chosen president for the coming year; J. H. Thompson vice-president; R. Dunlop of Central City, secretary; J. J. O'Connell, of Wagner, treasurer. Aberdeen was chosen as the place for next year's meeting.

The North Dakota Firemen's Association selected Williston as the 1921 meeting place and elected the following officers: Robert Campbell, Lisbon, president; William Hall, Jamestown, first vice president; Conrad Iverson, Mohall, second vice president; R. C. Fuller, Beach, treasurer; H. L. Reade, Bismarck, secretary, and D. R. Taylor, Jr., Mandan, statistical secretary.

The Democrat of Urbana, Ohio, says: "The service department of Urbana is marking time until City Solicitor Harry H. Banta gets an opinion and ruling from Attorney General Price relative to the recently enacted law that requires all fire departments to install the double platoon system, which provides for two shifts working twelve hours each. A letter was received recently from Representative Julian Luchsinger of Cincinnati, who drafted the bill, in which he demanded that the fire department organize according to the new law immediately."

A community meeting of the farmers of a portion of Jackson township, Wills county, Illinois, was called to discuss the advisability of organizing a fire fighting company in that part of the rural community. A fire company was asked to have representatives to demonstrate the different machines at this meeting. A part of the equipment was bought at this time, but a later meeting will be called to secure additional equipment, according to F. F. Hedgcock, farm adviser.

Ordinances granting increases of $15 a month to firemen and policemen were passed at Columbus, Ohio, by a 5 to 2 vote, Weinland and Griffin voting against them. Safety Director McCune said these increases will amount to $55,000 for the rest of the year. Speaking on the ordinances, Weinland said that while he favored higher pay for firemen and policemen, he felt that all city employes were equally deserving. By a 4 to 3 vote, an ordinance was passed raising the salary of Chief Engineer Maetzel from $275 to $333 a month.

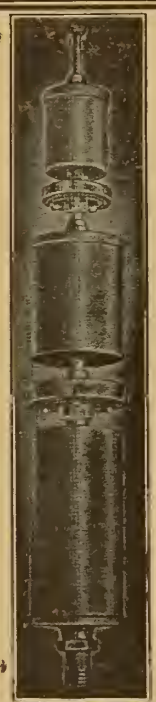
The Detroit Record says: "Chief Ringer is one of the most progressive men that has ever been at the head of the Minneapolis department; he is beloved by every one of his men and they all praise him to the uttermost."

Protection against fire in the theaters was the point advanced by the upper house aldermen of Kansas City, Mo., in requesting an ordinance to be referred, which would compel the theaters, instead of the city, to pay the salaries of firemen on duty at the playhouses. The ordinance was passed in the lower house. Alderman Harrington said that the people who patronized the theaters are entitled to protection and it is the duty of the managers to provide and pay the salaries of firemen. He said there is a way to obtain that and that the licenses can be raised by the council. Alderman Reicher declared he has attended many theaters in which the patrons were packed "like stock in a car." Alderman Flynn afterward withdrew his motion, declaring firemen should receive more money for their work. Under the proposed ordinance the theaters would pay 75 cents an hour to firemen. The money would be paid to the fire chief, who would place it in the firemen's pension fund. Firemen stationed at the theaters at the present time are those who are recuperating from illness or injuries and who are not able to serve on the department and are paid by the city. Under the proposed ordinance firemen would be stationed at all theaters having stages and using portable scenery.

Western States

Rumors circulated at the city hall of Portland, Oregon, that he contemplated resigning and accepting a life pension were denied by Fire Chief Dowell. Commissioner Bigelow, head of the fire bureau, said that no word of Chief Dowell's intended retirement had come to him. Despite this, reports that the chief intended to retire about July 1 were heard at the city hall. "I can't understand," said the chief, "how the rumor started. Possibly it is due to a statement I made to friends last February that when the time came I might possibly accept a pension and retire. However, my plans have changed and I do not intend to resign or retire. I would feel 'lost' out of the department after my years in the harness."

Following is the annual report of the Lodi, Calif., Volunteer Fire Department, as prepared by William H. Faust, the secretary: The average monthly expenditures amounted to $34.65, which included salaries of the secretary and treasurer, expense of sending fire chief to convention at Portland, refreshments, maps, office supplies, postage, printing and purchasing miscellaneous equipment for the department. During the period mentioned there have been 12 fires, which is six less than the previous year, and for which the firemen received from the city of Lodi $185, or an average of $15.40 for each fire; the total cost of the firemen for attendance at fires and drills, including the salaries of the chief, foreman, assistant foremen, and fire marshals, amounted to $1,343, or an average total monthly cost to the city of $111.95. The average number of firemen responding to fire alarms was 18, including the chiefs, of 62 per cent of the regular membership. The average number of firemen attending drills was 17 at each drill; 23 nights during the year were devoted to fire drills and school of instruction at a total cost to the city of $198. For the year there were ten fires and two false alarms. The property involved was $64,450, and the



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Are heard above the din of the workshop and the rattle of the streets.

The distinctive tone penetrates a great distance, but is in no way piercing or unpleasant.

Among the four sizes there is one that exactly meets the needs of your town.

Operated in conjunction with electrical alarm installations, or by steam.

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Union Water Meter Company
19 Hermon Street, Worcester, Mass.

THE VICTOR
LATEST IMPROVED U. S. TYPE GAS MASKS
[Single and Double Canisters]
Endorsed by over three hundred Fire Departments and Corporations.
Send for prices and full details covering these Masks for all purposes
The WOODHOUSE MFG. Co.
Manufacturers Fire Department Supplies
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D. A. Woodhouse, Gen'l Mgr. NEW YORK

"Deluge" Chemical Fire Engines are simple, strong and reliable. The best for fire fighting efficiency. Write for full information regarding No. 50.
THE PROSPECT MFG. CO.
Prospect, Ohio

Ridabock & Co.
Fire Department Uniforms, Caps, Banners, Etc.
149-151 West 36th Street NEW YORK

total loss was $1,875; or an average of $187.50 for each fire.

The Searchlight of Bremerton, Wash., says: "Chief of Police John Stanioch is very desirous of interviewing any one in Charleston who is sufficiently interested in the forming of a volunteer fire company to offer his services. It is imperative that one or more companies be organized at once."

Major John L. Hughes is now the "baby" of the volunteer fire department of Port Townsend, Wash., having been elected to the full privileges and duties of the organization. Major Hughes, who was recently retired from the U. S. army, informed the more youthful members that he might not be quite so fast on his feet as some of them, but he was a strong finisher and would be somewhere around before the hose was reeled. Major Hughes' wish to be "one of the boys" was gratified with acclaim.

The first petitions including the one from Boulder with 800 signatures, providing for an initiated measure to be submitted to the voters at the November election, were filed with Secretary of State James R. Noland of Colorado when members of the Colorado State Firemen's Association presented a document, signed by 23,000 persons, calling for the installation of a "double platoon" system in all the paid municipal departments in the state. The act is said to affect fifty-nine fire departments.

Fire Chief C. C. Collins of Anaconda, Colo., has been invited to submit a paper to be read at the next convention of the Pacific Coast Association of Fire Chiefs at Los Angeles. The request came from E. Whitehead, president of the association, who sent his compliments to Mr. Collins, congratulating him on his success in making Anaconda a clean city.

Floor plates, designed to prevent basement fires, are being installed by the business houses of the commercial zone of Great Falls, Mont., in accordance with ordinance No. 519, which was assented to by the mayor on April 6, this year. Installation of floor plates is being made under direction of A. J. Trodick, chief of the Great Falls fire department. So far, close to 100 floor plates have been installed by business houses on Central avenue, while many other business houses are preparing to install the plates in accordance with instructions issued by the city. These floor plates, which have been approved by the fire department, are cast in Great Falls by the Riverside Foundry Co. About 25 floor plates will be installed in six of the city schools during the summer months. This action was recommended to the school trustees by Chief Trodick and Thomas Larke, state manager of the Pacific Coast Fire Prevention Bureau, and was adopted by the board. The floor plates will be placed in the schools after an inspection by Chief Trodick, who will designate the proper locations. The following schools will be equipped with the safety plates: Hawthorne, Lowell, Longfellow, Lincoln, McKinley and Whittier. The cost of installing floor plates averages about $5 each. It is expected that practically all of the large buildings in the city will be equipped with safety plates in a few months.

Announcements of eligibility to the position of assistant fire chief were received by fifteen captains of the Denver fire department. The announcements are the result of an examination given to applicants for the position by the civil service commission on May 14 and the choice of

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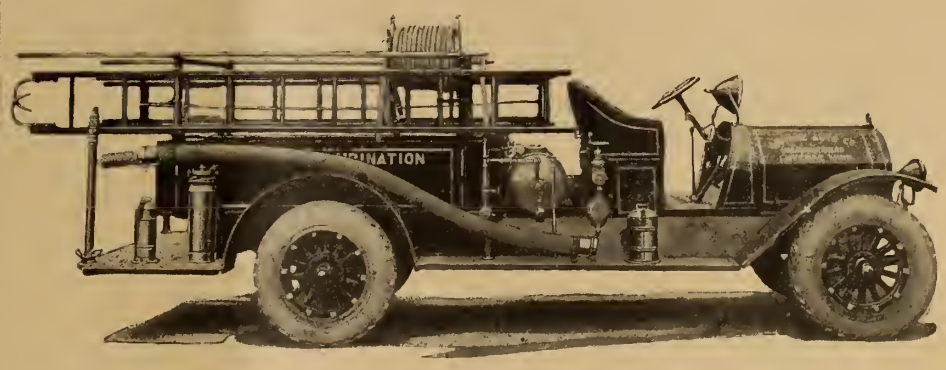
SIX CYLINDER MOTOR FIRE TRUCKS

Model No. 5. CHEMICAL AND HOSE COMBINATION
Model No. 6. TRIPLE COMBINATION 350-500 Gal. Pump
MAXIMUM VALUE MINIMUM PRICE



Model No. 6

A high grade and thoroughly practical TRIPLE COMBINATION suitable for large cities as well as for small towns.

It will travel over any roads, and will carry 1000 feet of hose and 12 men in addition to the regular equipment.

The pump will draft water from a reservoir or take it from a hydrant and will deliver 350 gallons per minute, at high pressure.

Manufactured by the

LUVERNE AUTOMOBILE CO.
LUVERNE, MINNESOTA
SOUTHERN FIRE APPARATUS CO., DALLAS, TEX.
Distributors for Southwest

Wichita, Kans.—Insurance rates threatened to go up unless additional fire apparatus is purchased and fire alarm installed.

Niles, Mich. — Fire Chief Charles Burt is to recommend to the city council the purchase of a motor pumper.

Modern Fire Apparatus for Small Cities and Towns

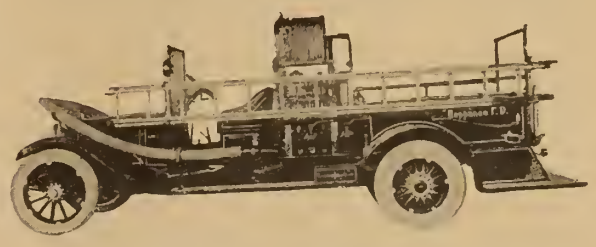
Lowest priced high grade auto pumpers.

Most effective high pressure chemical.

Built on standard Ford or Dodge - Graham truck chassis.

Write for specifications and terms.

The Howe-Ford and Howe-Dodge Fire Fighters



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Of All Wool Cloths will make

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Everything for the
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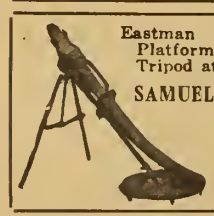

Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.

SAMUEL EASTMAN CO., Concord, N.H.

Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

Kenmore, Ohio. — Improvements will be made to Kenmore Fire Department to cost $15,000.

"There is at least one Northern 'Commercial' dealer or service station in every village, town and city in the United States"

Northern Fire Apparatus Co., Minneapolis Minn.

eligibles will be made according to the grades obtained by the officers in the tests.

With the death of one member of the Telluride, Colo., fire department and property damage estimated at more than $200,000, Telluride witnessed the worst fire in its history on June 24. The fire, which started at 10.30 a. m. in the new flotation mill of the Smuggler-Union mine, consumed the entire building, in addition to destroying the residence of Bulkeley Wells, president and general manager of the mine, the mine office building, the company store, an oil warehouse, three cottages, seven freight cars and an enormous amount of lumber and coal stored near. Lee Long, member of the fire department, was killed when the team drawing the fire truck became startled at a loose bit chain and bolted. The horses swerved to one side as they started through the door, causing the rear wheels to strike the side of the door. Long was thrown from his seat and landed on his head on the cement surface, several feet away. His skull was crushed and his neck was broken, causing instant death. Other members of the department were thrown off the truck, but their injuries were not serious.

"Ran Wid De Machine"

While I do not claim to be the oldest member of the Portland, Oregon, fire department, I will state that I was a member of old Multnomah No. 2 from 1857 to 1860. We first had the little old Vaughn tub, after which we got our new machine which was heavy draught and a man-killer on the brakes.

Frank Goodwin was our first foreman and Brooks Trevett, assistant and secretary. Later on A. B. Hallock was foreman and, if my memory is correct, Joe Buchtel assistant.

It was no picnic to run with the machine in those days, when the streets were not paved, and often knee deep in mud. A portion of the time I ran with the hose and it was no uncommon thing to be called out, perhaps on a Sunday evening, when a fellow had on his Sunday-go-to-meeting clothes preparatory to taking his best girl to church.

After running a mile to the fire and unreeling 500 or 1,000 feet of hose in the mud a foot deep, and reeling it up again and hauling it back to the station, at the expense of a good suit of clothes, he was neither in presentable shape nor a pious frame of mind to attend the evening services.

I recall an incident: Returning from Vancouver on the steamboat one very hot day, I heard the clang of the fire bell just as we were landing at the dock. Losing no time, I rushed post haste to the engine house at Second and Oak streets. The fire was in the old California house, on Second near Morrison.

There were only six of us to pull the old machine out and a few more joined us on the way. It was a very hot day and an extremely hot old fire and we were very short handed. We worked like Trojans for two hours in the awful heat and as usual, about the time we got the fire out, the shirkers came flocking in to be in time for roll call, and being fresh themselves they got hold of the ropes yelling "shake her up, boys," and started on a big run for the engine house.

Of course, we who had pulled the engine out and put out the fire, "were all in," and when we reached the engine house a number of us collapsed.

Such were some of the experiences of pioneer fire life. — John W. Cullen, in Portland Oregonian.

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Uniforms

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Our Mail Order Service Saves YOU Money.
Ask today for catalog 40, Samples and prices.

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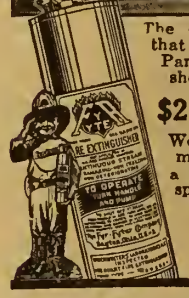
Fyr-Fyter NEVER FAILS



The only one-quart extinguisher that has the advantages of being Panic-Proof, easy to aim and shoots continuous stream.

$25 to $50 a Week

We offer a proposition to firemen that will add $25 to $50 a week to your income for your spare time. Write for details.

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Firemen's Equipment
FOR
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Leather and Aluminum Hats
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New Orleans, La.

Wilmington, Del. — Board of Underwriters recommends the improvement of fire protection.

Gulfport, Miss. — Bids will be received for fire apparatus.

Only the DEAF FAIL to hear the SCREAM OF FIRE by
THE DENVER SIREN
Try it before you buy it
Catalogue S-11 tells how.
THE HENDRIE & BOLTHOFF M. & S. CO.
DENVER, COLORADO

Lit Cigars With Mortgage

The annual meeting of the Crompton, R. I., Fire District recently saw the celebration of the culmination of 18 years of successful effort to make the district independent of the local water company and establish a little quasi-municipal plant which is all the district's own.

The last debt incurred on account of the water works was paid during the year and the note for $1,000 cancelled in January was presented by the treasurer, O. C. Lyons, and after having been set on fire by Moderator John F. Farrell, was used to light the cigars of John A. Swanson and James Cummiskv, two of the firewards who were among the incorporators of the district and active in the movement which led to Crompton's declaration of independence of the late John J. Arnold and his Warwick & Coventry Water Co. and the establishment of its own system of fire protection.

On motion of James McKenna, a resolution was adopted placing the Crompton Fire District on record as opposed to the town of West Warwick abolishing its numerous and expensive fire districts and having the town assume the burden of fire protection.

Naturally, the Crompton taxpayers being out of debt, are disposed to continue as they have been for 18 years and voted for the McKenna resolution. The latter, however, owing to its author being regarded as the Crompton lieutenant of Col. P. H. Quinn, is regarded as an indication that a similar resolution will be adopted at the Riverpoint Fire District meeting.

There will be no tax to pay in the Crompton Fire District next year. There is a balance of $483.88 in the district treasury, with all bills paid to June 7. All the district taxes have been collected except $72.71 and there will be enough money on hand and coming in to pay all the regular bills and paint the fire station.

A Firemen's Garden

The firemen at station 8, corner of Davis street and Acushnet avenue, New Bedford, Mass., have a good sized garden in the rear of the station. Beets, carrots, beans, lettuce and a few other garden specialties are already showing themselves above the earth. Men on both platoons spend their idle moments watering the garden and removing the weeds, and there is keen rivalry as to whose garden looks the best and which one will harvest the largest crop.

Contemplated Improvements

De Pere, Wis. — City is contemplating motorizing fire department.

Scranton, Pa. — Council is considering bonds to purchase 3 triple combinations and 2 gasoline tractors for steam fire engines.

Allentown, Pa. — Council considering motorizing fire apparatus.

Brackenridge, Pa. — New fire hose is needed.

Smethport, Pa. — New fire apparatus may be purchased.

Marietta, Pa. — Purchase of chemical engine is under consideration.

West Chester, Pa. — Purchase of 1,000 feet new fire hose authorized.

Dauphin, Pa. — Chemical engine to be bought.

Cumberland, Md. — Citizens of Lanaconing plan to buy fire apparatus.

Bridgeport, Conn. — Mayor Wilson urges forming a new corps in fire department and equipping it.

Middletown, Ohio. — Additional apparatus is advocated by Chief Elmer F. Reed.

Rye, N. Y. — Taxpayers voted for additional fire apparatus and a new fire signal.

If a School House Burned

in your city how long would it take to notify the Fire Department? Seconds? Or minutes? Remember at that time seconds count. Delay may mean death. In New York, Boston, Grand Rapids, Passaic, Woonsocket, Newton, Hammond, Swampscott and a score of other cities, a fire alarm box has been installed on every school house. This prevents misdirection. Lessens the chance of delay.

Are all the schools in your city protected? If not, they should be. Take it up today with the School Board and the Chief of the Fire Department. If you need additional information write and ask for our booklet, "Panic the Gravest Danger in School House Fires."

The Gamewell Fire Alarm Telegraph Co.

Offices and Works

NEWTON UPPER FALLS MASSACHUSETTS

Larkin Shut-Off Nozzles

More Than 10,000 in Service Giving Satisfaction in 2,000 Fire Departments

They're Best That's Why

Any nozzle that allows water to escape from the hose, is often considered "good enough." Larkin Nozzles are properly constructed. They're made of the best possible material and are tested to 250 pounds pressure before leaving the factory. Easy to keep tight because of their correct construction. They will positively give an efficient stream until entirely worn out.

Buy Larkin Nozzles and specify them on new apparatus. You will receive Shut-off nozzles that are known and guaranteed to be the most efficient and best constructed nozzles made.

Let Larkin Nozzles solve your nozzle troubles. Send for descriptive circular.

LARKIN MFG. CO.

DAYTON OHIO

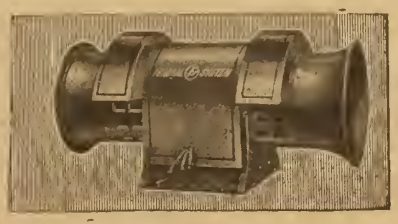
Fire Dept. Supplies of Every Description

Warren, Ohio. — Safety Director Lynn recommends purchase of new apparatus, to include two new pumpers and a service truck.

Holbrook, Mass. — Special committee appointed to investigate needs of department has voted to purchase new pieces of motor apparatus.

Federal Electric Fire Siren

Its weird penetrating screech everyone hears, no one mistakes. Sounds at a touch of a switch located anywhere. Write for Bulletin.



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Fire Engines
Hose Carts, Fire Hose, Fire Hydrants
All of proved efficiency.
Waterous Fire Engine Co.
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Chief: Specify
CHRISTENSEN STARTER
for all your motor apparatus
THE CHRISTENSEN ENGINEERING CO.
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"ANDERSON" Couplings are Best They are quick acting, can be coupled or uncoupled in one second without requiring wrench key or spanner. Will not leak under any pressure and will not freeze in the coldest weather.
They Save Time When Time Counts
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Foamite Firefoam
Equally good on all fire risks. The only extinguisher that fully safeguards oil, gasoline and inflammable chemical fire hazards.
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FIRE BELLS
UNLIKE OTHER BELLS. RICHER & DEEPER TONE. CAN BE HEARD FARTHER AND MORE DURABLE.
Satisfaction Guaranteed.
Write for Catalogue and Prices.
The Cincinnati Bell Foundry Co., Cincinnati, Ohio

PUMPS
FOR COMMERCIAL CHASSIS
Capacity: 100 to 600 gals. per minute
HALE FIRE PUMP CO.
CONSHOHOCKEN, PA.

SOUTH DAKOTA LAW

Appropriates $2,000 Per Year for Firemen's Tournaments and $500 for Conventions

South Dakota annually appropriates $2,000 for firemen's tournaments and $500 to pay the expense of holding the annual convention of the State Firemen's Association. It is the only state that does so, but which it believes is necessary to keep alive the interest of volunteer and call firemen in the service.

The South Dakota law, adopted March 2, 1911, reads as follows:

1. That the State Firemen's Association, the same being an association of the municipal fire departments of this state be and the same is hereby made a public state institution of the state of South Dakota.

2. There is hereby appropriated out of the general fund of the state treasury, not otherwise appropriated, the sum of $2,000 per annum, to be paid into the treasury of the state firemen's association for the purpose of defraying the expenses of annual tournaments of the municipal fire departments composing said state organizations.

3. The State Firemen's Association shall hold an annual tournament for the purpose and with the duties among others of examination and drill in the various departments, testing the modern methods and apparatus in the extinguishment of fire and in general to encourage and promote the ability of firemen to protect property from loss and destruction by fire, at a time to be determined by said association between June 1 and August 1 at any city or town in this state to be selected by said association, provided, the city or town so selected shall contribute and pay into the treasury of the State Firemen's Association a sum not less than $500 to be used in paying the annual expenses of said organization in accordance with the existing rules and regulations as may be hereafter adopted.

FIRES ON THE FARM

Lightning and Spontaneous Combustion Responsible for Many

Of 38,266 farm fires occurring during the year 1918, slightly more than half — 19,820, to be exact — were caused by lightning. The statement is made by a board which has investigated the causes of the farm fires reported to it in the year named. It is said that this is the first time an investigation of the causes of rural fires has been undertaken on a scale as extensive as that of this survey.

The fires caused by lightning destroyed property to the value of nearly $4,000,000. The figures bear out the knowledge that a big barn rising above its surroundings makes an excellent target for the bolt of electricity. But while man cannot stop the lightning, these fires are classed as "partly preventable." The application of the term is explained by the statement that it was found that in no case were there lightning rods on the building destroyed.

Because of the isolation of farm buildings, the extent to which wood is used in their construction, and the highly inflammable nature of the contents of the farmer's barns and storehouses, fires in rural regions are much more likely to destroy property totally than are fires in villages and cities.

The farmer, therefore, has unusual incentive to make his buildings as safe from fire as circumstances permit. Yet it appears from the figures that a large number of the farm fires are due to causes that are classed as "preventable."

The defective chimney is a great menace on the farm. Of the money loss of more than $18,166,701 reported as caused by the fires investigated, defects in chimneys and flues are held responsible for $1,962,031. Carelessness in smoking and the use of matches contributed another million to the total. More than a million is ascribed to fires caused by the fall of sparks on inflammable roofs.

The city dweller may never have thought of spontaneous combustion as a cause of fires on the farm, yet, in 1918, fires on farms in thirty-eight States were reported to be due to this cause. They involved a loss of $715,151. Under certain conditions, hay and grain are likely to ignite spontaneously. Such fires are placed in the partly preventable class because watchfulness in many cases will detect the trouble before the point of ignition is reached.

The defective chimney is not found only in the country home. Carelessness with matches is not confined to the farm. With a shortage of 3,000,000 houses in the United States and an era of high prices due largely to under-production, the American people have no money to burn.

Coming Events

July 13-15—Michigan State Firemen's Association. Annual convention, Bay City, Mich.

July 22-24—Montana State Firemen's Association. Annual convention, Roundup, Montana.

July 26-30—International Association of Fire Engineers. Forty-eighth annual convention at Toronto, Ont., Can.

Aug. 3-7—Dominion Association of Fire Chiefs. Annual convention, St. Thomas, Ont., Can.

Aug. 11-12—Indiana Firemen's Association. Third annual convention, Fort Wayne, Ind.

Aug. 16-20—New York State Firemen's Association. Forty-eighth annual convention, Glens Falls, N. Y.

Aug. 19-21—Illinois Firemen's Association. Annual tournament, State Fair Grounds, Springfield, Ill.

Sept. 7-8—Connecticut State Firemen's Association. Thirty-seventh annual convention, Kennedy Hall, Hartford, Conn.

Sept. 13-16—Pacific Coast Association of Fire Chiefs. Twenty-seventh annual convention, Los Angeles, Cal.

Sept. 16-18—Kentucky Fire Chiefs' Association. Second annual convention, Louisville, Ky.

Oct. 4-6—Kansas State Association of Fire Chiefs. Fourth annual meeting, Hutchinson, Kan.

Oct. 5-6—Kansas State Firemen's Association. Thirty-third annual convention, Hutchinson, Kan.

Oct. 5-7—The Firemen's Association of the State of Pennsylvania. Annual convention, Allentown, Pa.

Newburgh, N. Y. — The council will spend $10,000 to improve the fire department equipment.

FIRE SERVICE

A GIGANTIC CONSTRUCTION

Attempt to Explain the Mysterious Apparatus President Kenlon Is Working On

The mysterious work of vast, of international, importance, which President Kenlon says he has not been able to complete during his year in office so that he must have further re-elections in order to shape it up, is attempted to be explained in the June issue of the Fire Engineer.

But after carefully reading this explanation, which is as clear as mud, it will be at once apparent that Mr. Lee, the Editor, inadvertently left out the diagram which explained the explanation. He says:

"It is almost unthinkable that a body of engineers in the very beginning of a tremendous piece of construction and constructive work could think of dismantling approved machinery just at the moment when it is getting tuned up for capacity performance.

"And as a matter of fact the executive machinery of the I. A. F. E. involves every member and many associate members. It is in nearly completed process of being geared for product which will discover and quicken the potential of the whole fire service, advance the interest of every individual member of it, engage the admiration and the warm co-operation of every municipality and the whole world, indelibly stamp the profession as really professional and create, construct for itself and its life and property charges such progressive values as so far has never been more than dreamed of. Don't change leaders on the border of the debatable land."

What this machinery is that is only now 'getting tuned up for capacity performance" we are unable to make out. Mr. Lee having excited our curiosity by first describing it as "a tremendous piece of construction," intimates that it may be "dismantled" by refusing to re-elect President Kenlon to office and then proceeds to say: "It is in nearly completed process of being geared for product."

This led some people to conclude that what President Kenlon was working on was some new kind of apparatus, like a fire engine, whose "capacity performance" when it was once "geared" would throw into the shade any engine ever before dreamed of.

But further along in the same article this idea is dispelled by Mr. Lee, who intimates that the wonder-apparatus is not physical but mental, for he says it will "engage the admiration and warm co-operation of every municipality and the whole world."

No fire engine could do that, no matter how wonderful, so the inference is President Kenlon's mysterious work is some grand scheme for the elevation of the human race, like a new religion or an improved League of Nations.

If that is the case and the mysterious plans referred to have been critically examined by alienists and pathologists and found to be sound, perhaps after all it might be a good idea for the Convention at Toronto to let the machine mature, appointing a committeee meanwhile to safeguard the interests of the Association.

Only thus, says Mr. Lee, can the human race be saved. It is needless to say that we are heartily in favor of saving humanity.

Dead and Alive

Fire Service,
New York.

Gentlemen — President Kenlon, who is now seeking unsolicited to impose himself upon the I. A. F. E. for a second term, has made himself the most conspicuous fighter against the two-platoon reform in the United States.

He is the leader of this hopeless cause. He goes down with his colors flying, for now that everything is lost, he is still shouting against platoons, apparently with the idea that the fight is still on. This is one measure of his intelligence.

But a more more important thing for the convention of the I. A. F. E. to consider is that his re-election to this office would put the whole association in an entirely false light as opposed to the greatest step forward that the fire service of this country has ever made.

Whatever moral influence that its name possesses in the fire service would be thrown away if the I. A. F. E. stood for this audacious request of Kenlon. The association would then be known as reactionary, mossbound, dead, inhabiting a graveyard and opposed to all progress.

In striking contrast with this is the British Chiefs Association, whose President, Mr. Burns, is recommending the universal adoption of two platoons throughout the entire fire service of the United Kingdom. That stamps the British association as alive to the interests of the day, progressive, constructive and intelligent. It marches with the times.

It does not dwell in the past and oppose all progress, as President Kenlon would have the American Association do.

—Chief.

Tweed's System

Fire Service,
New York.

Gentlemen — Chief Kenlon seems to think that he ought to be made Dictator of Life of the I. A. F. E. because of the size of the fire department that he represents. He thinks that the New York fire department should arrogantly lay down the law to all the American fire departments. He takes the Tammany view that New York's word should be law.

Tweed, a great New York fireman and Tammany leader, thought the same. Tweed appointed all the heelers and plug-uglies of 14th street as subordinate fire chiefs and the firemen on his staff consisted of ballot-box stuffers, criminals and murderers. None of them knew anything about putting out fires.

They all thought that every American fire department should look up to the extraordinary fire department they were running in New York and frequently said that it was a model. It was a model in their eyes of a political machine, for its only function in life was not to put out fires but to put out political opponents and to keep Tweed and his gang in power to rob the public treasury.

That was only a few years ago and there are many men on the New York fire department today who joined the department under these auspices, while the present Fire Commissioner is a faithful Tammany man, as his notification posted up on all the fire houses the day before the last election showed.

He then wanted the department to "deliver the goods" for Tammany and the Chiefs were tipped off to see that the order was carried out.

— Asst. Chief.

In the Market Place

Fire,Service,
New York.

Gentlemen — I notice as one of the reasons for being re-elected to the second term for which he is now running, that President Kenlon says he has "done a great deal to put the Chiefs Association on a sound financial basis." This was by selling it out to the fire insurance interests, who have money to burn when it comes to buying up the I. A. F. E.

Any honest man can put himself temporarily "on a sound financial basis" by selling his soul for a mess of pottage, for the Devil is always in the market with the price in hand, and it is surprising what bargains he gets.

It is not even claimed that President Kenlon got as much as $15,000 from the insurance people for the surrender of the independence of the I. A. F. E. Why, the insurance interests would have paid over $100,000, perhaps a million, for such control.

The sum of $15,000 is nothing to them, but it is everything to the Chiefs Association when it marks the price at which their professional honor and independence has been peddled in the Wall Street market place. —Ex-Chief.

Will Telegraph Votes

Fire Service,
New York.

Gentlemen — Several Chiefs who will be unable to attend the Toronto convention but who are members of the I. A. F. E. are going to telegraph to the Directors their choice in the matter of the disputed presidency, so that their votes may be cast for or against Chief Kenlon, who is seeking to be re-elected against Chief Healy. Votes may also be sent by mail but the telegraph is more sure. —Ex-President.

In Re McFall

Fire Service,
New York.

Gentlemen — I intend to raise upon the floor of the Toronto convention the question of the right of anybody to dismiss Secretary McFall from the position to which he was elected by the Convention itself last year. I hold that, being an elected officer, he could not be discharged like an employe but that the Convention alone possessed the power of recall. He had been re-elected continuously for 15 years and was wholly satisfactory to the Conventions.

— Fire Chief.

Regarding Facts

In a note regarding the Toronto convention President Kenlon says: "We have an enormous mass of material ready for discussion. It is without literary polish, just plain proved principles and facts."

While he is giving it the desired "literary polish" will he kindly inform us the difference between proved and unproved facts? We know what admitted facts are but we never before heard of proved and unproved facts, for facts are facts.

PROGRAM OF CONVENTION

Proceedings of Each Day During 48th Annual Convention of I. A. F. E.

The program for the 48th annual convention of the I. A. F. E. is as follows:

Monday, July 26, 1920.

8 a. m. to 11 a. m., registration of delegates.

11 a. m., invocation by Rev. H. J. Cody, D.D., LL.D.

Address of welcome, His Worship Thomas L. Church, K.C., Mayor, City of Toronto.

Response, Chief A. A. Rozetta.

Memorial service — Speaker, Peter E. Walsh, Chief Fire Department, Boston, Mass.

2.30 p. m., business session No. 1.

8 p. m., business session No. 2.

8.30 p. m., band concert.

Tuesday, July 27, 1920.

9 a. m., business session No. 3.

2 p. m., tests of automobile pumping engines, Exhibition Park.

2.15 p. m., band concert.

8 p. m,. inspection of exhibits, Transportation Building.

8.15 p. m., band concert by Minneapolis Fire Department Band, compliments of Fire Chief Ringer.

Wednesday, July 28, 1920.

9 a. m., business session No. 4.

2 p. m., business session No. 5.

8 p. m., business session No. 5.

9 p. m., community dance, Exhibition Park.

Thursday, July 29, 1920.

9 a. m., business session No. 6.

Afternoon and evening.

Special program provided for the entertainment of delegates and visitors by the Toronto Fire Department.

Friday, July 30, 1920.

9 a. m., regular business.

2 p. m., regular business.

Local Reception Committee—

T. L. Church, Mayor, Chairman.

Controller C. A. Maguire, Vice-Chairman.

Controllers Jos. Gibbons, R. A. Cameron, Jos. G. Ramsden.

Aldermen R. Honeyford, J. R. Beamish, John Winnett, A. W. Burgess, Jos. Singer, J. A. Cowan, W. R. Plewman, Goo. Birdsall, S. Ryding, Wm. Maher.

Aldermen F. R. Maxwell, F. M. Johnston, Wm. Hiltz, C. A. Risk, F. W. Johnston, Mrs. C. Hamilton, A. R. Nesbitt, C. E. Blackburn, J. Phinnemore, Brook Sykes, F. G. I. Whetter, F. M. Baker, Wm. Miskelly, Donald C. McGregor.

General Committee —

Wm. Russell, Fire Chief, Chairman.

W. H. Anderson, G. E. Thomas, H. Jones, W. Musgraves, E. Minns, P. Christie, W. W. Webber, J. Summers.

FACTS ABOUT TORONTO

Nuggets of Information That Will Be Instructive to Visitors

Capital of Ontario.

Situated on the north shore of Lake Ontario.

40 miles due north of Niagara Falls.

Population claimed, 500,000, or about same size as Newark, N. J.

Assessment, $642,816,690.

Tax rate (1919), 28⅛ mills.

Death rate, 11.4 per 1,000.

30 miles from the nearest United States point.

100 miles from Buffalo.

502 miles from Chicago.

546 miles from New York.

334 miles from Montreal, Quebec.

A one-night ride from any of the centres of population in Central Canada or the Central and Eastern States.

Clearing House returns, $4,251,644,303.

Telephones, 83,500.

Customs House returns, $37,812,519.

Inland Revenue Collections, $3,763,216.

Value of buildings erected, $19,819,436.

Number of manufacturing establishments, 2,500.

Capital invested, $259,660,000.

Number of employes, 98,000.

Annual salaries and wages, $63,460,000.

Annual Value of Products, $288,460,000.

Home of the largest departmental store.

Has a 10-mile water-front.

126,390 citizens subscribed $76,256,315 to the 1917 Canadian Victory Loan.

204,000 citizens subscribed $147,000,000 to the 1918 Canadian Victory Loan.

$146,000,000 was subscribed to 1919 Canadian Victory Loan.

There are 91 standard hotels in Toronto.

Automobile centre of Canada.

Wholesale jobbing centre.

Second largest city in the Dominion.

Toronto is the centre of embarkation for many summer resorts in Canada.

Muskoka, "the Gem of Lakes," is three and one-half hours' ride from Toronto.

The city is governed by a Board of Control, composed of the Mayor and four Controllers, all of whom are elected annually; they are assisted by a Council of twenty-four Aldermen, from the eight wards in the City, also elected annually.

Toronto Harbor Commission spending $25,000,000 to develop harbor.

Owns its own electric power and lighting plant (Toronto hydro-electric system).

Union Station (nearly completed), "one of the finest."

Owns 11 miles of street railway.

City will take over Toronto Street Railway in 1921.

63-mile boulevard under consideration, about 30 miles completed, and total cost estimated to be about $7,000,000.

Largest public recreation ground.

There are 60 parks, having an area of 1,837.48 acres.

Home of the Royal Canadian Yacht Club, "largest fresh water yacht club in the world."

There are 300 churches in Toronto.

Regatta course, along water-front, is 10 miles long.

There are 95 public schools, 10 high schools or collegiates, and technical and commercial high schools.

There are 31 separate schools.

Toronto Board of Trade has more than 2,000 members.

Five daily newspapers — two evening, three morning.

Toronto is lighted at night by 45,000 hydro-electric lights.

The Mayor receives $7,500.

65,000 men enlisted for overseas service.

City's war expenditure amounts to more than $12,000,000.

Citizens subscribed more than $8,500,000 to the Patriotic Fund, and more than $3,000,000 to the Red Cross.

City property valued at over $20,000,000.

Site of the city covers 32 square miles.

The first electric cars appeared in Toronto in 1894.

Toronto was founded as a French trading post in 1749.

Toronto's Exhibition Grounds cover an area of 264 acres.

The principal clubs in Toronto are the York, Toronto, National, Albany and Ontario.

The average increase for the five years previous to the war in Toronto's population has been 25,000.

Toronto has 540.70 miles of sewers and a practically completed trunk sewer, costing $2,500,000.

Toronto has nine public schools. Altogether, there are 65 hospitals, asylums and public homes.

The City Hall has a floor space of 5½ acres, is valued at $2,500,000, has a clock with a diameter of 20 feet, which is 300 feet from the sidewalk.

The Toronto Local

Toronto Local 113 of the International Firefighters' Association of America was organized in August, 1918, with a charter membership of 162. Its present membership is 480, or 98 per cent of the Toronto Fire Department.

All ranks from captains downwards are eligible for membership.

The present officers of the organization are: Capt. David Leslie, president; W. L. Saulter, secretary; J. L. White, assistant secretary; J. Fisher, treasurer, and an executive committee comprising members from the various fire halls throughout the city.

Since its organization, the association has assisted in securing many benefits for the firemen, such as salary increases aggregating $458 per annum; the adoption of the two-platoon system, and one day off in seven.

When first mooted, the day off proposition was regarded askance by the Toronto City Council, the excuse of the Council for non-acceptance of the innovation being that the city's finances would not yet admit of the change. Failing to influence the Council in this wise, a committee carried its proposal to the Ontario Legislature, with the result that the change was granted, to become effective on January 1 next. The institution of the day off will mean the employment of an additional 118 men, the promotion of 22 more captains and two district chiefs.

The union has had a great influence socially as well as financially among the men of the department. The social and sports committees have attended well to this section of the work. Last year, at the Labor Day demonstration in Exhibition Park, the fire-fighters emerged from the athletic contests with first honors. Arrangements are being made for a monster field day in August of this year.

The association's burial fund shows appreciable growth. To date, nine death claims have been paid, $150 per claim, or $1,200 in the aggregate.

Fire Chief Russell is a cordial upholder of the association, and has done much to improve its standing in the community.

"Little Power"

Fire chiefs of the country must do one of three things. They must either conduct their association and its convention themselves, or if that has become impossible they must organize a new chiefs association and confine its membership wholly to chiefs which will do so or surrender what little power and influence they have left in fire service affairs to those outside of the service. No one either in or out of the fire service is now satisfied with existing conditions.—Firemen's Standard.

PROMINENT CHIEFS WHO MAY BE SEEN AT THE TORONTO CONVENTION

Chief August Emrich, Baltimore, Md.

Chief H. R. Delfs, Lansing, Mich.

Chief John Kenlon, New York City.

Chief F. G. Reynolds, Augusta, Ga.

Chief Chas. W. Ringer, Minneapolis, Minn.

Chief George M. Kellogg, Sioux City, Iowa.

Chief H. L. Stanton, Norwich, Conn.

Chief W. H. Murphy, Philadelphia, Pa.

TORONTO'S FIRE DEPARTMENT

Personnel, Equipment and Conditions for the Officers and Men

The Toronto fire department consists of the following:

One Chief.
Two Deputy Chiefs.
Ten District Chiefs.
Forty-five Captains.
Forty-five Lieutenants.
Three hundred and seventy-five Firemen.
One Superintendent of Fire Alarm.
One Assistant Superintendent of Fire Alarm.
Four Linemen.
Four Telephone Operators.
One Superintendent of Engines.
Seven Engineers.
Eight Assistant Engineers.
One Motor Mechanic.
Three Helpers.
One Secretary.
One Accountant.
One Storekeeper.
One Messenger.
Five Fire Prevention Inspectors.
One Janitor.
One Stenographer.

In an announcement the Toronto fire department makes the following claims:

"Outside of numerical strength, quarters and equipment, possibly the most valuable asset to a fire department is the confidence shown in it by its community. The Toronto fire department is progressing in very close co-operation with the citizens of Toronto. This is noticeable mostly in circles wherein firemen are given the greatest amount of work, viz., in the industrial, retail and wholesale sections of the city.

"The average business man in Toronto believes in his fire department because he knows its officers are always striving to keep pace with the ever-growing need of greater protection, greater fire preventive education, and closer co-action between fire department officials and business men, especially during this the most vigorous business building period in the history of the 'Queen City.'

"There is an enthusiasm and pride that belongs to every man connected with this department. It is something that makes his work more than mere routine duty. It cannot be measured in dollars and cents nor in favors or privileges. It keeps us mighty close to our job all the time. It can be summed up in that one word, Confidence — the dependence placed in our ability to stand between our fellowmen and the demon fire."

Asst. Deputy Chief Duncan McLean, Toronto

Chief William Russell, Toronto

The total numerical strength of the department is 522, in a city occupying an area of 32 square miles, and containing population claimed to be 500,000.

There are 29 fire stations, containing 54 pieces of fire apparatus in commission, 50 per cent of which is gasoline-driven equipment.

This department operates on the two-platoon system, which was inaugurated in 1918, the day shift working from 8 a. m. to 6 p. m., and the night shift from 6 p. m. to 8 a. m., changing every sixth day, with the day shift working 24 hours. Legislation was passed this year allowing every fireman one day off in seven, the act becoming operative on January 1, 1921. This will mean the need of more men, at an estimated cost of about $225,000.

Salaries —

First and second year firemen, $1,452 per annum.
Third year firemen, $1,572 per annum.
Fourth year firemen, $1,692 per annum.
Fifth year firemen, $1,812 per annum.
Engineers, $1,812 per annum.
Assistant engineers, $1,752 per annum.
Captains, $2,052 per annum.
Lieutenants, $1,872 per annum.

Each man is supplied with uniform clothing and rubber clothes, which for this year cost the city $39,000. Annual vacation of 15 days is allowed with pay to each member. Full pay is granted while off duty owing to sickness or accident.

In connection with the department are two relief funds, namely the Firemen's Permanent Relief Fund, which was inaugurated in 1902 by the city and local merchants, to provide for the dependents of any fireman killed in discharge of his duties. At the present time there are only eight beneficiaries. The original amount of the fund amounted to $54,000. It is now $68,000. There is also what is called the Toronto Fire Department Superannuation and Benefit Fund. All active members are admitted to this fund by paying 9½ per cent on a fixed assessment, according to rank. In so doing they receive certain benefits, allowance or pension as the case may be. The schedule may be of some interest. It is allowed on retirement as follows after 30 years continuous service:

Chief, $1,500 per annum.
Deputy chief, $1,200 per annum.
District chief, $1,000 per annum.
Captains, $725 per annum.
Lieutenant, $650 per annum.
Firemen, $625 per annum.

The cost of operating the department for 1919 amounted to $799,700, exclusive of the charge for water, which cost the department $712,756. The total sum expenditure was $1,591,873.

During the year 1919, service was rendered at 2,536 fires, the adjusted loss being $1,522,856 or per capita $3.52.

Vigorous work is at all times carried on in fire prevention. Last year some 24,000 inspections were made. Five inspectors are constantly out and particular attention is paid to the mercantile section of the city. The inspectors are experienced fire fighters, specially qualified for this work. In addition to the work of the Fire Prevention Staff, the firemen on actual duty are also given some of this work to perform.

The department has at its disposal a high pressure system for protecting the wholesale district. A pressure of 300 pounds can be supplied for fire fighting.

Deputy Chief George Sinclair, Toronto

Committee Reports

Reports and discussions on these subjects:

1. Organization and Supervision — Chief John F. Healy, Denver, Colorado, Chairman.
2. Organization and Strength of Companies — Chief William H. Murphy, Philadelphia, Penn., Chairman.
3. Fire Department Engineering — Apparatus and Minor Equipment; Chief Howard Stanton, Norwich, Conn., Chairman.
4. Drill Schools, Drills and Training — Chief John C. Moran, Hartford, Conn., Chairman.
5. Discussion of Fire Manual — Deputy Chief Thomas F. Dougherty, New York, N. Y., Chairman.
6. Building Inspection by Uniformed Members — Captain John J. Conway, Cincinnati, Ohio, Chairman.
7. Membership — Chief Hugo R. Delfs, Lansing, Mich., Chairman.
8. Design and Construction of Apparatus Houses — Chief Frank G. Reynolds, Augusta, Ga., Chairman.
9. Rules and Discipline — Chief Charles W. Ringer, Minneapolis, Minn., Chairman.
10. Water Supply; High Pressure System — Chief August Emrich, Baltimore, Md., Chairman.

REPUBLIC TRUCKS

REPUBLIC
Yellow Chassis
TRUCKS

Fire fighters insist on absolute dependence in their apparatus. Neither makeshifts nor experiments can be tolerated. Ruggedness of construction, dependability of operation and absolute assurance of quality, combined with unequalled service facilities, explain why Republic standard commercial fire trucks are being used in increasing numbers in principal cities and towns, as well as in foreign countries.

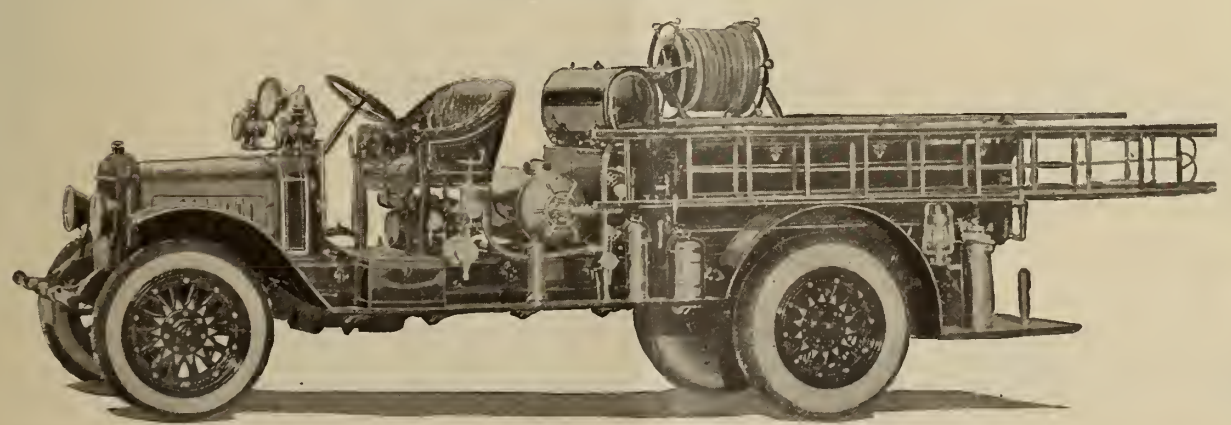
Republics meet every underwriting requirement and their installation is insurance against excessive fire losses.

Republic Truck Sales Corporation, Alma, Michigan

Republic fire trucks will be exhibited and tested at the International Convention of Fire Engineers, Toronto, Ont., July 26 to 30, 1920. Convention booths: 54, 55.

Canadian Representatives

Bickle Fire Engine Company
Woodstock, Ontario
Convention booths: 70, 71, 72



GROWTH OF TORONTO'S FIRE DEPARTMENT

An Interesting Account of Its Earliest Development from the Proportions of a Small Village with Primitive Apparatus and Under Fire Leaders Who Are Now Historic

"Landmarks of Toronto" says:

In this advanced age of mechanical and scientific progress, when fires are fought with steam fire engines discharging from 400 to 1,750 imperial gallons of water per minute, aerial ladders, watch towers and other subsidiary appliances specially designed to augment the efforts of firemen, the primitive devices of less than half a century ago are either unknown to the present generation or are almost forgotten by the early settlers in Toronto who are still alive. In fire-fighting machinery, certainly "nothing is like it used to be." From the bucket brigade, drawing its supply from ordinary wells, to the hand fire engine was a great improvement, that was later on completely overshadowed by the introduction of steam fire engines, pumping from tanks filled from hydrants or water carts. The establishment of the present water-works system in Toronto, in 1872, furnished for a time a satisfactory fire pressure, and the steam engines were relegated to retirement.

The era of tall buildings demonstrated the insufficiency of the fire pressure to reach above the third story, however, and the three disastrous conflagrations in the early part of 1895 forced a return to the use of steam engines as a measure of self-protection from the ravages of the devouring element.

When hand fire engines came into use the bucket brigade passed out of existence, water being conveyed to the engines in large barrels, filled at the bay and carried on wagons to the scene of the fire, a premium being paid to the carter fire arriving with a supply of water. The rivalry amongst the city carters was always keen, and many an exciting race was witnessed as the men drove their horses at a furious pace to win the prize. Oftentimes the barrel on the first cart would be less than half filled, the jolting over the rough roads having caused a considerable spilling. This mode of supply was in force in 1834, when Toronto was incorporated.

St. Patrick's Market, first fire hall for No. 4 Co., 1842

One hundred and fifty years before Christ, Hero, in Alexandria, described a machine termed by him "the Siphons used in conflagrations," which with some additions, such as hose and some improvements in the details of construction, is practically the same as the hand fire engines first introduced into Toronto. So early as the middle of the seventeenth century there were hand engines in the city of Nuremberg worked by twenty-eight men, which threw a stream of water an inch in diameter to a height of eighty feet. Necessarily, in a small village the conditions are such that all methods of extinguishing fires must be crude and inefficient.

In 1820, and for some years subsequently, the law was that every householder should keep two leather buckets hanging in a conspicuous place in front of his house. On an alarm, which was sounded by shouting and ringing the bell of St. James' Church, then the only bell in the city, a double row of citizens was formed from the burning building to the Bay, or to the nearest cistern, and along one line were passed the buckets full of water, and down the other the empty buckets.

Toronto's first fire hall, next to the old kirk, 1827.

In 1826, eight years before York became Toronto, the first fire department of the town was organized.

The first fire engine company was instituted in the year 1826, and was composed of some of the most respectable merchants and tradesmen of the town. Mr. Carfrae, Jr., by whom the company was first formed, was elected first captain, and was reelected every year during the six years he remained in the company. He was succeeded by William Musson.

The engine house, or fireman's hall, of this company, and the first in Toronto, stood on the west side of Church street, the next building south of the old Scotch kirk, and between Court and Adelaide streets. It was a two-story brick building, surmounted in the rear part by a small tower, since removed. The building was in 1834 divided into three divisions or compartments. The south division was occupied by Phoenix No. 1 engine, the centre by engine No. 2, and the north by the Hook and Ladder Company. The bell tower was at the southwest corner, in the rear of the building, and in this was a bell, which was rung from a rope in the rear of the south division, occupied by the Phoenix Company. At the rear of the building was also a long shed, one story high, used for drying hose. The bell was afterwards hung in the steeple of St. James' Church, and was destroyed in the fire of 1849.

In 1833 the company, which still occupied the Church street fire hall, was fifty strong and had two excellent fire engines, as fire engines went in those times, and about 750 feet of hose.

Its officers of 1833 were: William Musson, captain; David Paterson, first lieutenant; John Armstrong, second lieutenant; Thomas Platt, treasurer; Alexander Hamilton, secretary.

Every fireman during his continuance in actual duty was exempted from militia duty in the time of peace, from serving as a juryman or a constable, and from all other parish and town offices.

The first hook and ladder company was formed in April, 1831. It possessed the same privileges and exemptions as the fire company. It was sixty strong. Its officers were: Captain Thomas Emery, first lieutenant Michael P. Emery, second lieutenant Archibald McLellan, treasurer William Ketchum, secretary Charles Hunt. It was called Phoenix No. 1. Money was raised by subscription for a second engine, which was called No. 2.

As before stated, the two engines and hook and ladder apparatus occupied the Church street building.

In 1837 the City of Toronto Fire Engine Company and the City of Toronto Hook and Ladder Company occupied the same building on the west of Church street adjoining the court house as since their formation.

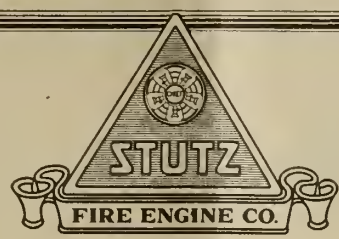
The engine company was equipped with two engines and numbered seventy members. Its officers were: William Musson, captain; John Baker, lieutenant of No. 1 engine; William Morrison, lieutenant of No. 2 engine; J. F. Westland, treasurer; Charles Hunt, secretary of the company.

The hook and ladder company consisted of sixty members, officered by William Ketchum, president; M. P. Emery, first lieutenant; William Rose, second lieutenant; William Bright, treasurer; George L. Norton, secretary.

Following these pioneer engines came No. 3, a machine given by the British American Life and Fire Assurance Company. She was known as the "British America," and was a Montreal "fore and aft" tub. No. 3 was housed in the hall at the southeast corner of Bay and Temperance streets, which was built in 1839-40. At the north corner was a shed for the hose carriage, and next south was a one-story building, where the engine stood. This building was originally two compartments, the south one being occupied by No. 3 engine, and the north by Hercules Hook and Ladder Company. The shed on the south side, which afterwards was built up, was occupied by the Hose Company. So that the entire building was practically divided, as it is today (1895) into three compartments. The "fore and aft engines" were more powerful than the piano or goose neck machines, as they could be worked by a larger force. The full crew of a "fore and aft" was from twelve to fifteen men at each brake, and the full crew of a piano was seven or eight at each break. From the book of minutes of No. 3, from its inception in April 26, 1837, to the early part of 1849, some extracts are quoted, among others those relating to the part the company took in the Mackenzie rebellion. The first entry dated April 26, 1837, reads:

"A fire engine, procured by the British

Standardized and Engineered for Fire Service only



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American Life and Fire Assurance Company, having arrived at 6 o'clock in the evening, the following persons convened at the engine house and volunteered their services to form a company for working her: David Paterson, Alexander Hamilton, Richard Woodsworth, Alexander Rennie, George Harbron, John Adamson, Joseph Dixon, John Miller, Thomas Mills, William Duncan, Charles Graham, Richard Northcote, John Bell, David Henderson, Francis McMahon, Edward Robson, James Ferguson, Isaac Robinson, Robert Barnes and John McKenzie, David Paterson being called to the chair, and Alexander Hamilton appointed secretary, the following resolution was adopted, viz., That David Paterson, Richard Woodsworth, Joseph Dixon, George Harbron and Alexander Hamilton be a committee to adopt by-laws for the company and report next Wednesday evening at 7 o'clock."

Thomas D. Harris, Chief 1837-1841

On May 3rd the company met according to adjournment, when the following additional volunteers were admitted: Joseph Willson, George Nicholls, Hiram Piper and Robert Stewart. The committee reported, when the following by-laws were adopted for the future government of the company:

"That for the discipline and regulation of the company, a captain, a first and second lieutenant, a treasurer and secretary be appointed by ballot, to be in office one year.

"That the company meet on the first Monday of every month, at the hour of 6.30 p. m.

"That a majority of the members forming the company, including the captain or lieutenant, be a quorum, and competent to proceed to business.

"That the roll be called at half-past six o'clock, when those absent shall be fined one shilling and three pence, and, if absent for the night, two shillings and sixpence.

"That the fines shall be paid on the first day of meeting after being imposed, and that no exemptions be admitted unless for actual sickness, sickness in the family requiring the attendance of the members, or they being absent five miles from the city on business of necessity.

"That if the fines are not paid to the treasurer on or before the second day of meeting after they are levied, the name of such person or persons offending be reported to the company, and if not paid by the regular meeting night following they shall be expelled.

"That all moneys by fines or otherwise go to a general fund, and be applied from time to time to such purposes as a majority of the company shall direct.

"That it shall be the duty of every member, in case of fire, to repair forthwith to the engine house to assist in conveying the engine to the place of fire, to work it, and to remain there until the fire shall be extinguished, or until discharged by the officer in command.

"That it is necessary for the good order of the company that a fine of one shilling be imposed for disobedience of orders at private meetings, and two shillings and sixpence while on duty with the engine; also that any member who shall be guilty of smoking, using profane language or swearing at any meeting of the company shall be subject to a fine of one shilling for the first offence, two shillings for the second offence, and expelled for the third.

"That every member of the company wear his fire hat where practice or any duty with the engine is required, on default of which the fine of one shilling and threepence shall be levied on such person or persons who shall wilfully neglect this rule, unless the person can prove otherwise to the satisfaction of the company.

"That it is expedient, should a vacancy occur, that the company do fill it up as soon as practicable by the first suitable volunteer.

"That all applications for membership to this company be in writing, or through the members of this company, and that they do lie over for one month after being proposed before they can be granted."

After the adoption of the foregoing rules or by-laws, the company balloted for officers for the ensuing year, the temporary appointment of captain and secretary being confirmed. The officers chosen were: First lieutenant, Richard Woodsworth, carried 11 to 7; second lieutenant, A. Rennie, carried 12 to 2; treasurer, Joseph Dixon, carried 8 to 7; first branchman, Robert Stewart; second branchman, John Adamson. The meeting adjourned until the first Monday in June, at half-past six o'clock. A list of the company was sent to the Clerk of the Council.

On Monday, the 5th June, 1837, the company met at half-past six, and was informed that satisfactory arrangements were entered into with the officers of the other fire company respecting the supplies of water; that the city authorities had passed a resolution placing this company on the same footing as the other fire companies of this city, and that the certificates were getting ready. The company appointed the officers a committee to obtain information where coats for those at present unsupplied could be obtained.

On July 3, 1837, the company met at the usual hour. The following volunteered at the first monthly committee to take care of the engine, hose, etc.: Paterson, Hamilton and Mills. Mr. J. Dickson, seconded by Mr. Mills, moved that Richard Tinning be admitted a member of the company, and rule 12 being suspended, he was elected accordingly. Messrs. Paterson, Dickson and Harbron were appointed a committee to procure caps for the company. Mr. Joseph Wilson, seconded by A. Rennie, moved that Hugh McNeil be admitted a member of the company.

On August 7th, 1837, the company met at the usual hour, when it called upon some absentees of former nights for fines due. Some conversation ensued when fining or excusing members, who upon the day of meeting should be called away from the city upon business, after which the following clause was ordered to be added to the 5th section of the by-laws, namely, "or that being five miles distant from the city on necessitous business." It was moved by Edward Robson, seconded by John Bell, that the committee appointed on the night in July to procure caps do so forthwith.

On Monday, 4th September, 1837, the company met at the usual place at half past six. The machine was taken out to the door of the engine house, where water being procured it was worked handsomely by the company for a few minutes, the engine performing to the satisfaction of the members, throwing water to the distance of 140 feet horizontally. After working the machine and running the water sufficiently through the hose they were taken in, a number of fines collected, and the cap committee directed to forward the completion of them with all speed. New members proposed were: Henry Cowan, by D. Paterson and R. Stewart; Richard Awen, by Thomas Mills; Thomas Saunders, by Joseph Wilson and Edward Robson. D. Paterson, J. Miller and H. Piper were the monthly committee for the care of the engine.

On Monday, October 3rd, 1837, the company met according to adjournment, at six o'clock—seventeen members present. The machine being now quite finished, and all the company in good spirits, they got a puncheon of water at the door of the engine house, and ran it through the hose; found all well. On a motion of George Harbron, seconded by Alexander Rennie, that rule 12 be suspended, the members proposed on the evening in December were elected by a show of hands, together with John Bugg, proposed by Robert Stewart, seconded by Mr. Woodsworth. Thomas Smith, proposed by John Bell, seconded by A. Rennie.

On Monday, 6th November, 1837, the regular meeting of the company took place at the engine house at half-past six o'clock. Some conversation took place respecting the propriety of having a person appointed to take charge of the engine and keep her in good order and in constant readiness for operation, and also after working

First fire hall, Bay Street, built in 1841

to take care to have her immediately cleaned. It was agreed that it shall continue as formerly until the next meeting, during which time enquiry may be made whether some suitable person can be procured for that purpose. Messrs. Miller and Mills agree to call on the captain and assist him in greasing the wheels of the machine. Proposed by R. Woodsworth, seconded by G. Harbron, S. E. Taylor. Proposed by R. Woodsworth, seconded by G. Harbron, Thos. Storm. Proposed by R. Tinning, seconded by John Bell, John Charters. Rule 12 being suspended at the motion of Richard Woodsworth, seconded by A. Rennie, the above members were elected by a show of hands.

On December 4th, 1837, the regular monthly meeting night, the company met at the usual hour. It was resolved that the name of George Nicholls be expunged for non-attendance. The following new members were proposed, and, rule 12 being suspended, were immediately initiated: Henry Stewart, proposed by John Dixon, seconded by James Ferguson; John Camp-

(Continued on page 14)

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This Year's Convention

The Fire Chiefs at their Convention at Toronto this year, with the eyes of 100,000 firemen watching their proceedings, ought to take prompt and decisive measures to put an end to the widely circulated rumors that the fire insurance interests have again resumed their attempts to get control of the organization and are on the eve of diverting it from its proper purposes so as to increase their already enormous profits. They would not let millions of dollars, if necessary, stand in their way to bring the fire service of the United States and Canada under their control, the first step towards which in their opinion is to get the management of the International Association of Fire Engineers into their hands.

As our readers are aware, this has been attempted in a tentative manner upon several previous occasions, when the Conventions of the Chiefs have in no uncertain way reaffirmed their independence.

This year it has been claimed — and the large number of fire insurance men who have during the past year joined the Association and paid big fees into its Treasury gives color to the belief — that a more concerted and insidious attempt to get the organization of Chiefs into their hands, is being made.

It is needless to point out that continuance of these rumors throughout the length and breadth of the fire service not only in this country but abroad will seriously impair the standing of the Association and tend to greatly destroy its influence.

Instead of being built up, the Association would be broken down if it became a mere tail to the fire insurance interests. It should try no experiments but stick to the beaten track which has witnessed its growth from small beginnings to the commanding position it occupies today.

It should hold the independence of the fire service above all price. It should emphatically repudiate any action tending towards compromise with the enemies of the fire service. It should beware of Wall Street.

Wall Street, where the fire insurance interests are at home and where they play a powerful part, always begins by suborning its victims, by breaking down their independence with payments of money that look large to the victims but are as grains of sand on the seashore to Wall Street. When once this fatal step of accepting such tainted money has been taken the descent is swift and easy. The International Association of Fire Engineers cannot afford to have anything of a financial nature to do with these powerful interests seeking its control.

The real engineering problems incidental to the fire service which await action by the I. A. F. E. are sufficiently engrossing to engage all of its talent and best brains. It should devote itself to interests of the fire service as a whole, as previously, and not be deluded into new fields by enemies seeking to destroy it. Let the Convention follow its usual procedure, declaring again its independence, if necessary, and all will be well.

The "Round Table Discussion"

What has become of the "Round Table Discussion"? There is no reference to it in the program arranged for the convention of the Fire Chiefs at Toronto.

The "Round Table Discussion" was the most popular if not the most useful feature at previous conventions of the Chiefs. Here, gathered informally, they discussed such subjects as they thought fit, without direction by the presiding officer. No subject pertaining to the fire service was barred. The officers of the association could exclude no topic unpleasant to them upon which the Chiefs wanted to say something. It was a free and open debate in which many valuable suggestions were made and much progress originated therein.

The suggestion has been made that the "Round Table Discussion" was suppressed this year so as to choke off debate on or mention of subjects which the powers that be desired to keep in the background. Chiefs therefore could only talk on subjects given to them, from which they could not wander under parliamentary rules.

If the I. A. F. E. is afraid to discuss certain firemanic subjects the suppression of the "Round Table Discussion" is one of the best means to attain that end. On the other hand if Chiefs come long distances to attend the Convention under the idea that they can express their opinion they may find it impossible to do so.

But then it would only require a simple resolution to reinstate the "Round Table Discussion" as part of the program, and the indications are that such a resolution would be carried by a large majority, restoring freedom of speech to the members.

The Judas Money

Will the International Association of Fire Engineers permit the idea to get out through the length and breadth of the fire service that it has sold out to the fire insurance interests for thirty pieces of silver?

What other explanation can it make of the "dirty money" collected into its treasury during the past year from these sinister interests?

Why should the Chiefs Association be under financial obligations to the underwriters?

Can they not pay the small expenses of the Association as in years past out of their own pockets?

Do they like being "owned" by the underwriters?

Do they know of any reason why the underwriters should pay over $10,000 into the Association Treasury unless it be the entering wedge of insurance control of the Association?

The only path of honor, independence, and self-respect for the I. A. F. E. at its approaching convention is to return this money from whence it came.

Let the fire insurance people attend to their own business and the Chiefs will attend to their own business. The two can no more mix than oil and water.

The Chiefs Association cannot touch fire insurance money without being defiled.

Better be poor but honest!

Firemanic Leadership

Fire Service,
New York.

Gentlemen — The I. A. F. E. is now and always has been controlled by Chiefs from the small cities, who constitute nine-tenths of its membership. They have little in common with and nothing to learn from the fire departments of the four or five big cities of the country, whose problems are peculiar to themselves.

Therefore the President of the I. A. F. E. should be the Chief of a city of medium size, like Chief Healy of Denver, whom President Kenlon now wants to shove aside so as to get a second term for himself when nobody else wants it.

The four or five big cities of this country have never contributed a single idea to firemanic progress. All the progressive and constructive ideas of the past came from the fire departments of the smaller cities. The average in these smaller cities shows a much higher degree of intelligence and character in the fire department than in the big fire departments, which are frequently recruited with political heelers and are saturated with small politics of the Tammany order and were formerly given over to political graft.

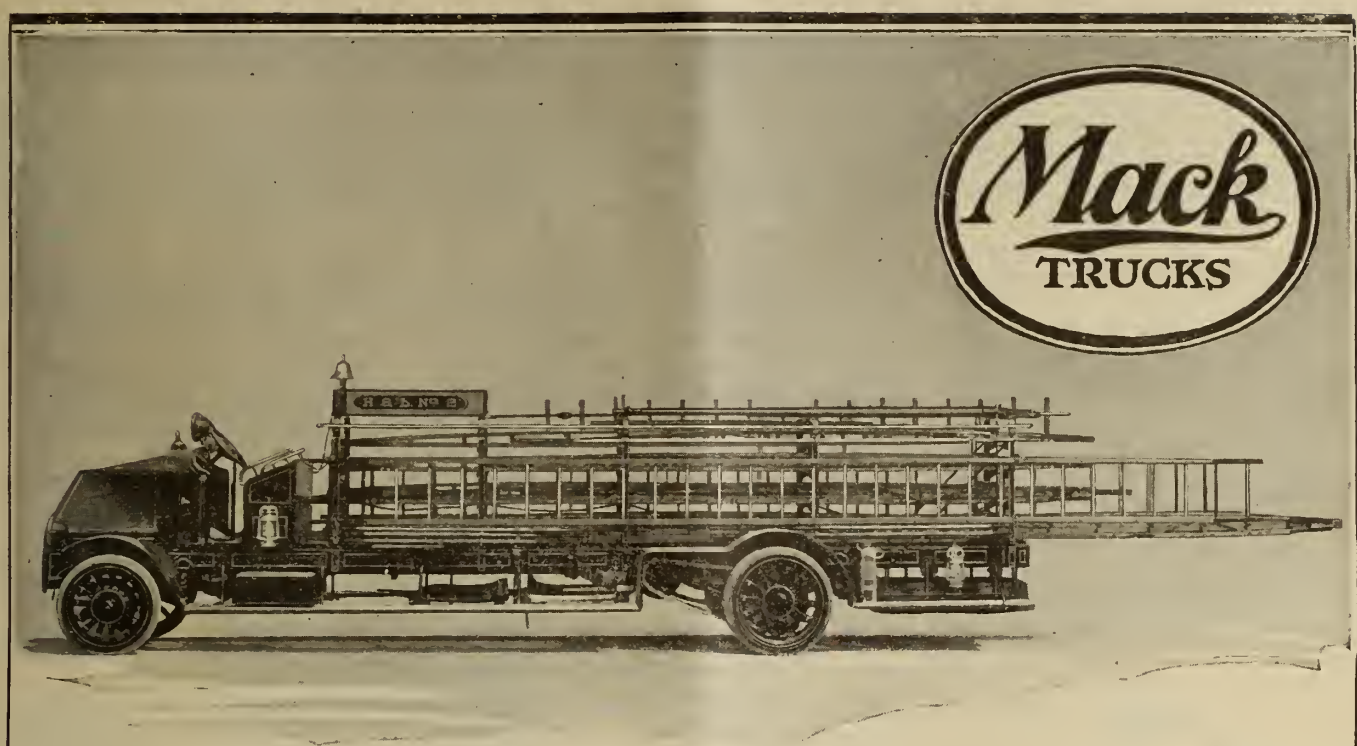
As fire departments, they make a poor showing, according to efficiency standards. These cities, New York, Chicago, Philadelphia and Boston fought against the platoon reform to the last ditch. In the case of the three first named, this reform had to be forced upon the fire department by the power of the state, so great was their resistance to any progress.

On the other hand the smaller fire departments of the country were progressive leaders in this movement. The fire service must look for leadership to the smaller cities and not to the big ones.

Opening in Argentina

A trading company in Argentina desires agencies for the sale of fire extinguishers and apparatus. Details may be secured of Bureau of Foreign and Domestic Commerce, Washington, D. C., by asking regarding Foreign trade opportunity 33149.

Lehighton, Pa. — Fire department will hold festival for purchase of motor fire apparatus.



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INTERNATIONAL MOTOR COMPANY
New York

"PERFORMANCE COUNTS"

Growth of Toronto's Fire Dept.

(Continued from page 10)

bell, proposed by Thomas Mills, seconded by Robert Barnes.

On December 5th, 1837, about 1 a. m., the city was alarmed by the ringing of the fire bell; but on enquiry the alarm was found to proceed not from any fire, but from a report that a number of persons, said to be associated with Mackenzie (noted character for disaffection and opposition to Government), were in the vicinity and approaching the city, for the purpose of burning and pillaging it and overturning the Government. Some of the company believing and some disbelieving the report, some immediately repaired to the City Hall and took up arms, and some repaired to their respective homes. On the return of day, the report being fully confirmed, a number of the members volunteered into various militia for active duty, but the day passed without anything decisive being done, the rebels threatening to attack the city, and the citizens, who were loyal, preparing for their receiving a warm welcome. This day Dr. Holmes' house was burned by the rebels, and one of their men shot by a reconnoitering party under W. B. Jarvis.

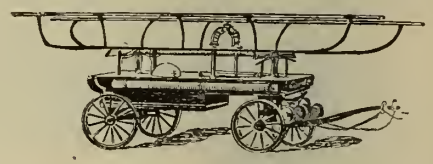
James Ashfield, appointed Chief 1851, resigned 1885

The entry of Wednesday, December 6, 1837, says: "This day Dr. Morrison was arrested, and the volunteers from the Gore and Niagara districts began to arrive."

Thursday, December 7, 1837. This morning the secretary addressed circulars to every member of the company to meet at the engine house at 10 o'clock a. m. All not on active duty repaired to the spot, when it was moved by Alexander and resolved that the time is come when Hamilton, seconded by Joseph Wilson, we feel it to be our duty to take arms as an independent volunteer company, to resist the attempt of traitors and rebels to invade our rights and disturb our peace, and that a deputation do immediately wait upon his Honor the Mayor to offer our services in any way he may think proper, and receive his orders. It was moved by Richard Woodsworth, seconded by Joseph Wilson, and resolved that the captain, secretary and treasurer be the deputation to wait upon the Mayor. Accordingly the Mayor was waited on instantly, when he informed the deputation that he felt gratified and obliged by the voluntary offer of service by the British American Fire Company. He requested, as the safety and defence of the city was by his Excellency the Governor committed to him, that the British American Fire Company would not leave the city, but repair forthwith with their arms and engine, cistern, etc., to the market square and there await his further orders. The deputation returned to the engine house, delivered the orders of the Mayor to the company which were immediately complied with, and with the greatest alacrity by the company, with the exception of Robert Stewart and John Bugg, to supply whose place and fill up deficiencies were proposed (and rule 12 being suspended) elected John Phillips, proposed by Mr. Woodsworth. Alexander Simpson, propos- George Simpson, proposed by Mr. Hamilton, seconded by Mr. Woodsworth. John Rogers, proposed by Mr. Harbron, seconded by Mr. Adamson. Richard Hastings, proposed by Mr. Peterson, seconded by Mr. Woodsworth. Alexander Simpson, proposed by Mr. Woodsworth, seconded by Mr. Hamilton. John Collins, proposed by Mr. Hamilton, seconded by Mr. Paterson. James Bell, proposed by Mr. Wilson, seconded by Mr. Paterson. Mr. Alexander Simpson being rather old requested leave to resign and substitute in his place his son Robert Simpson. His request was acceded to most cheerfully by the company. The company continued some time on the square exercising when the report was brought that the rebels to the number of 700 or 800 were entering the city by the Don bridge, and our company ordered to be in readiness to give them a warm reception. Immediately after the Mayor ordered the company out with the machine, as the rebels had commenced firing the city in the neighborhood of the Don bridge. With great spirit the members of the company started for the scene of action, most of them with muskets in their hands and the drag rope in the other, but ere their arrival at the building on fire the enemy had disappeared, not even waiting to see us, much less to fight, the heavy rumbling of the engine and cistern having frightened them into the belief that the cannon was on the track. On our arrival at the bridge our gallant captain ordered the engine into operation, but upon reconoitering it was found the buildings were beyond salvation, with the exception of the toll house. The bridge we saved by pulling up some of the planks and pouring water from buckets upon the burning timbers. After the fire was extinguished the company again made its way to the station into the Market Square about 9 in the evening. The committee of the news room granted to us the use of it for a guard room for the night, where we took up our station, the engine being in the vestibule of the market under sentry of our own. An alarm was given in the evening, which was attended to by the company in their usual spirited style, but found to be only a chimney. At midnight the Mayor came in and informed us that he had just received intelligence that about sixty-one of the rebels were but a short distance below the Don bridge and that he wanted volunteers to go with him and attack and secure them. Immediately Thomas Storm, John Rogers, William Duncan, John Phillips, John Collins and Alexander Hamilton volunteered to follow wherever he would lead. To those he added fourteen more with himself and the high bailiff on horseback, and with these he proceeded down the Kingston Road, to the lower toll gate, or the fourth mile tree, when seeing or hearing nobody the Mayor ordered us to return, thanking us most handsomely for the firmness and resolution in following him so far from the city at midnight. About 3 o'clock we arrived at the guard room again and were welcomed by our comrades. After daylight, the rebels being dispersed and routed in all directions, the company took the machine again to the engine house, but as a precautionary measure, well aware that many incendiary traitors were still in the city, though as yet unknown, it was unanimously resolved that the members of this fire company consider it expedient, under existing circumstances, to hold themselves in active duty as volunteers or firemen night or day.

On the 8th it was moved by Joseph Dixon, seconded by Mr. Miller, and resolved that Robert Stewart and John Bugg be expelled from the company for refusing to take arms as military volunteers in times of imminent danger. During this, as well as the following night, the company kept up a guard of from twelve to twenty men, a party of which were constantly patrolling the streets to prevent fires and arrest suspicious persons. On Saturday, 9th December, 1837, the company was still on the alert, and the patrol still kept up, as also on Sunday, the 10th.

On Monday, January 1, 1838, the regular monthly meeting took place at the engine house. It was enquired into the cause of Henry Cowan's being confined in jail, and



Folding-break "Piano" machine, in use 1845

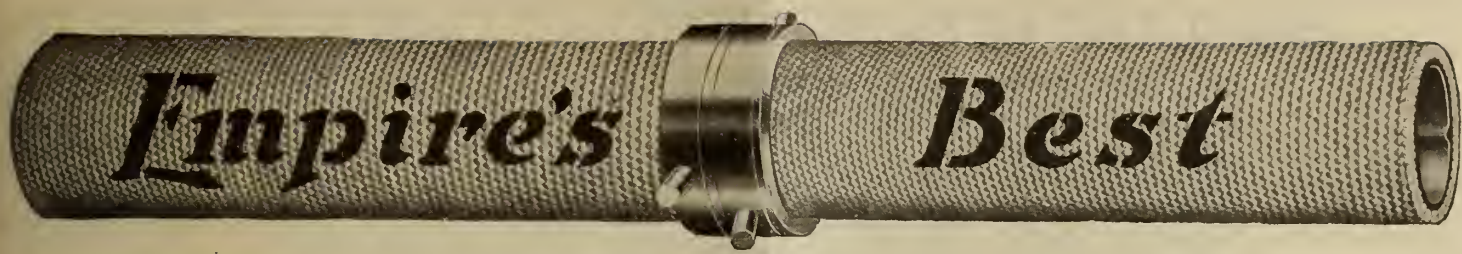
found to be on a charge of high treason; but upon his producing a certificate from R. S. Jamieson, Vice-Chancellor of the province, and one of the commissioners appointed to enquire into the charges of treason of his discharge, he was allowed to remain a member of the company. The company still continued to act as night watch and patrol in conjunction with a number of respectable citizens under Clark Gamble, Esq., the company taking the duty of two nights out of five.

At a special meeting on January 5th, Mr. D. Paterson stated that a number of those whose duty it was to be on duty the preceding evening were delinquent. It was moved by Thomas Mills, seconded by Thomas Storm, and resolved that any member of the company being absent on any night for which by the general consent of the company it is his duty to be on patrol except in case of personal sickness, or sickness in the family requiring his attendance, or procuring a substitute belonging to the company, shall be fined five shillings. The foregoing resolution effecting what was desired, a punctual attendance of the members, the company continued to discharge the duties as city watch and patrol as before, until the formation of a new company of 120 men under the command of the Mayor of the city guard, and Alexander Murray, Esq., about the end of the month.

On February 1st there was no alarm of fire. At the regular meeting of the company at the engine house the following Monday, it was moved by Mr. Joseph Wilson, seconded by Mr. John Adamson, that the company consider that the alarm on the 1st February was insufficient, and that the fine be dispensed with. This was lost and it was moved and seconded by the same persons that Mr. S. E. Taylor, David Paterson, R. Woodsworth and A. Hamilton be a committee to revise the rules and regulations of this company and report next monthly meeting.

On Sunday, 25th February, about one of the clock, while divine service was being performed, an alarm took place. On repairing to the spot, fire was found to be in the hall of the Parliament buildings, and had it not been timely observed, would have done immense injury. It was got out without much damage, but remains another instance of the necessity of the care in setting and management of stoves. On the

(Continued on page 22)



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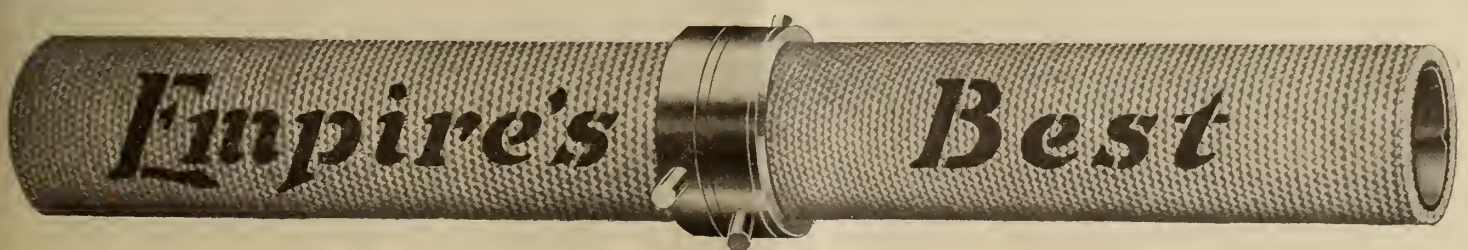


HAND TUB PUTS OUT FIRE

Got There Before the Charlestown Apparatus and Won Praise

The old handtub "Veteran," owned by the Charlestown, Mass., Veteran Firemen's Association, was pressed into active service by Foreman Peter Y. Hoseason and Assistant Foreman George A. Ray when they, with "vets" of the old company, extinguished a fire in the cellar of the Stanley Harlow garage at Main and Eden streets, Charlestown.

This was the first use of the handtub at a real fire since it was succeeded by the modern fire apparatus many years ago. The Charlestown Vets were having a tryout on South Eden street in preparation for their trip to Portland, Me., to take part in the centenary celebration. A veteran firemen's muster is to be one of the features.

The test was completed and the brakes were buckled up when the fire was discovered in the cellar of the garage, which is a short distance away. Orders were given to unbuckle the brakes and make fast to the hydrant, and in a short time a stream of water was pouring on the fire, which was quickly extinguished.

In the meantime a still alarm was sent to Ladder 9 and Engine 50, and Chief William J. Riley and Captain Philip Tague arrived in the chief's auto. Capt. Tague is president of the Charlestown Veteran Firemen's Association and he strutted about praising his fellow vets for their good work. Chief Riley said he would have to "tip his hat to the vets for beating them to it."

The old handtub Veteran was owned by the city of Brooklyn, N. Y., in the '60s. It was the original "Putnam" handtub of the Brooklyn Department and in a competition in that city with other handtubs of the department won the championship for the highest perpendicular stream, 245 feet.

D. P. Walker, a contractor, of Vinal Haven, Me., took the old handtub as part payment for his mason and granite work on the Brooklyn Bridge, and about 30 years ago the handtub became the property of the Charlestown Veteran Firemen. With it the company won a championship for throwing the longest horizontal stream, a distance of 228 feet.

TO CARRY OWN INSURANCE

How Virginia Proposes to Save $50,000 Per Year

Directors of the Southwestern State Hospital at Marion, Va., recently decided to stop placing insurance with stock companies and to set aside the premium money, appropriated by the Legislature, to help establish a sinking fund to be created later by the general hospital board for all public institutions of that class in Virginia.

This step was taken upon advice and recommendation of Governor Davis. Resolutions adopted stated that owing to the high rate of insurance on hospital buildings and the recent increase in valuation the amount of money available for insurance was insufficient to insure more than 30 per cent of the value of the property, thereby placing the liability of 70 per cent on the hospital.

It was accordingly ordered that policies carrying annual premiums of $4,500 be neither renewed nor rewritten. It was understood that stock cover on other State hospitals would be shut off at their expiration.

More than ordinary interest attaches to this move because a special committee was named at the last session of the General Assembly to investigate the advisability of the State carrying its own fire insurance and to report at the beginning of the next session early in 1922. What progress, if any, the committee has already made has not been disclosed, but it is generally supposed that it has not even begun its investigation.

Governor Davis will go out of office just about the time the report is submitted, and therefore would not have opportunity to act on whatever recommendations might be made. Altogether, the State spends upward of $50,000 annually in fire insurance premiums, it is stated.

It is expected that State buildings other than hospitals will also drop their stock cover when the time for renewal arrives.

Attorney General Saunders has declined to rule on the legality of such a step unless it is laid before him officially. So far that has not been done.

A JUST CAUSE

Considerations About Giving Firemen an Increase of $200 Per Year

The Union of Springfield, Mass., says:

The Fire Commission has recommended to the City Council the granting of a flat increase of $200 a year to the members of the Fire Department, from the chief down, and this recommendation is now awaiting action by the Finance Committee.

This proposed increase falls somewhat short of what the firemen petitioned for, but it is the general understanding that they would be well satisfied with it. As in most such cases, presumably they asked for more than they expected the commission would be disposed to grant.

Among members of the City Council there appears to be an inclination to recognize the validity of the firemen's claim for increased compensation, but the arguments they advance are not essentially different from those that can be invoked in behalf of other classes of municipal employes, and salaried classes in general.

The depreciated dollar and the increased cost of living are stern realities that most persons have to face these days. An accurate adjustment between apparent money value and the actual purchasing power of money is exceedingly difficult to make, for no sooner is it accomplished with respect to some particular calling than adjustments elsewhere are thrown out of gear and the process starts all over again.

A municipality possesses no magic means of establishing for its employes a basis of pay that will equalize for them their increased living expenses. Its revenues are derived from taxation, and there is a limit to the amount that can be raised.

To keep within that limit, while at the same time preserving contentment among those employed by the city, is a problem that presents its manifest difficulties.

There is, however, a practical side to the firemen's case that must be taken into consideration.

Men are leaving the department to engage in more remunerative work, and to get men of the right sort to replace them is becoming increasingly difficult. The city cannot afford to suffer any deterioration in its fire-fighting force.

A fire department efficiently manned is the very best insurance that any city can have. As compared with other cities of approximately the same size Springfield by no means treats its firemen badly, but what other cities may or may not do is really quite beside the question.

We think it will not be disputed that Springfield has a very superior fire department, both in respect to men and equipment, and this superiority is worth maintaining.

The graded firemen now receive from $4.44 to $5 a day, and the proposed increase of $200 a year would give them a per diem increase of 54 cents, which by no means represents the increased living costs that they are obliged in some way to meet.

For the remainder of the present municipal year the flat increase recommended by the Fire Commission would cost the city about $25,000, and for a full year the added expense would be about $60,000. The commission based its recommendation on what it considered necessary to maintain the morale and efficiency of the department, but it is for the Finance Committee to determine whether it can find the necessary money to do what is the obviously desirable thing.

That the firemen can make out a good case for themselves and plead a just cause nobody familiar with the circumstances will dispute, and the question largely resolves itself into what the city's finances can stand without a too severe strain on the municipal pocketbook.

Service News from Everywhere

Through the public spiritedness of Chas. E. Battershill, a prominent business man of Lawrence, Mass., and the work of the firemen at Engine 8 on Tower Hill, the Lawrence fire department has put into service the city's first piece of motorized fire apparatus. Battershill donated some time ago a truck chassis when he learned the fire fighters at Engine 8 would work on it to turn it into a piece of fire-fighting apparatus. The men performed their part of the bargain, using equipment already owned by the department, with the result the fire service now has a hose and chemical wagon which cost the city less than $400. Its use, moreover, obviates the necessity of keeping a pair of horses at 8's house and they have been transferred to another house.

It is understood that when the fire department of Portsmouth, N. H., is finally located in the new station on Court street the permanent firemen will be looking for a different working condition. It is understood that the permanent force has already a petition in their hands calling for the addition of another shift making a day's work 12 hours instead of 24. The matter has been put up to the Board of Engineers and committee on fire department from the city council.

110 foot Submarine Chaser.

SUBMARINE CHASERS AS FIRE BOATS

The NAVY offers for sale at very low prices a number of submarine chasers that can be readily equipped for service as fire boats. They are offered for immediate sale at fixed prices.

Staunchly constructed, fast and powerful, these boats are excellently suited for water front fire protection service. Powered with three standard marine engines, they have a speed of 18 knots. Their triple propellers and reversible engines allow quick handling. Always ready for instant service.

One of these boats was selected by the City of Savannah for use as a fire boat. As a result, it is stated that insurance rates on river front property will be reduced 10 per cent.

These boats vary in price, the average being $12,500. They can be purchased for cash at an attractive discount or on the three year payment plan. They cost the NAVY about $80,000 each.

Every city that needs additional water front fire protection should take advantage of this sale. All of these boats will be disposed of this summer, and this opportunity will not come again.

Add one or more of these boats to your harbor fire patrol service and reduce the fire hazard as well as the insurance rates. Act quickly and get one or more of these boats while you can. They are ready for immediate delivery, berthed in Navy Yards awaiting purchasers. No delays, no red tape, no bids. Definite selling price.

Ask for illustrated catalog showing selling price and location of each boat. Telegraph or write for catalog to Bureau of Supplies and Accounts, Navy Department, 86, Washington, D. C.

THE COLORADO CAMPAIGN

How 59 Cities May Be Added This Fall to the Two-Platoon List

The Democrat of Durango, Colo., June 2 said:

———

Chief Frank E. Williams and Captain Barney Arthur of the Durango fire department started a petition in the city yesterday to obtain 250 signatures to the 12-hour platoon system.

The petition came from the Colorado State Firemen's Association and with it came a letter from Secretary J. F. McCormack of Denver stating that the same would have to be signed and forwarded by June 10, whether the city was or was not a home rule city.

"This is a health measure," he writes, "and will be placed on the ballot at the coming state election. The gold cup promised some time ago to be exhibited in Durango should arrive about June 5.

"This petition is to fix the hours of service of employes of municipal fire departments. It touches no other subject. It simply provides that such service shall not exceed 12 hours per day in any calendar month.

"Why not emancipate the firemen in your city. It makes for better morale, increased efficiency, reduction of fire losses, better health, and a continuous service system is banished."

The Durango fire department is a member of the state association. Citizens will now have an oppoatunity of endorsing or rejecting a measure that will be placed on the ballot box at the coming state election.

EXTENDING CHIEF'S AUTHORITY

Plan to Make Him Fire Marshal With Three Deputies

Formation of the office of "city fire marshal" and three deputies, with extensive authority in fire prevention and fire protection work, will be asked at the next meeting of the city council of Great Falls, Mont., by A. J. Trodick, chief of the Great Falls fire department. Chief Trodick will submit a "fire marshal ordinance," which, if adopted by the city council, will repeal much of the present regulations pertaining to fire work, and will place the work of fire protection in Great Falls on a new basis.

The proposed ordinance was drafted by Chief Trodick and Thomas Larke, recently appointed state deputy fire marshal, who has established headquarters in Great Falls. The ordinance contains the outstanding features of "fire marshal" ordinances in effect at Los Angeles, Berkeley, San Francisco, Portland, Spokane and other coast cities.

If the ordinance is adopted by the city council, the position of fire marshal will go to Chief A. J. Trodick, by virtue of his position as chief of the fire department. It will merely mean an extension of his authority and scope, with power to appoint his three deputies. These positions will not carry additional salaries and will probably be filled by men of the fire department. Mr. Larke and W. H. Grover, assistant chief of the Great Falls fire department, will probably be named as two of the deputies.

"This ordinance," said Chief Trodick, in which he was supported by Mr. Larke, "will mean that Great Falls will be safer and will have a smaller fire loss."

One of the features of the ordinance is that the person who is responsible for a fire by neglect or failure to comply with instructions of the fire marshal, will be liable for the cost sustained by the fire department in extinguishing the fire.

Some of the salient points of authority which will be given to the fire marshal and deputies by the proposed ordinance are as follows:

Enforcement of all ordinances pertaining to fire prevention and fire protection.

Right to enter any premises at reasonable hours for inspection.

Thorough investigation of causes of all fires.

Order removal of any fixtures or appliances deemed unsafe.

Power to close vacant buildings.

Power to condemn buildings damaged or decayed to extent of 50 per cent on approval of city council.

Power to regulate the keeping of ashes, rubbish, rags or packing materials.

The ordinance will also make it unlawful to throw out of buildings lighted cigars or cigarettes; or to thaw pipes with flames, or to maintain any fire hazards.

The cost of extinguishing any fire caused by thawing pipes with flames must be borne by the violator.

In the case of a known fire hazard, the fire marshal will be required to order removal by written notice. The cost of extinguishing any fire, due to disregard of such notice, must be borne by the violator and will be collectable by civil suit.

FIRE CHIEF INVENTOR

Successful Demonstration of New Method of Stretching Hose

A contrivance which has for its object the solution of the problem of stretching hose to a fire with a combination pumping engine and hose wagon and at the same time avoid the delay in obtaining "first water" by reason of the use of the apparatus for stretching, is the switch valve invented by Battalion Chief James W. Heffernan, of Brooklyn, and which has won favorable comment.

Practical firemen will recall that with the introduction of the gasoline combination pumping and hose carrying machines, the problem of stretching hose by hand was one of the first inconveniences.

Some companies stretched with the combination apparatus and withheld the line from the hydrant end until the machine returned to couple up the suction and make up the hose to the discharge gate.

Chief Heffernan thought out a device to which the hose line is attached to the hydrant while the machine is stretching the line and water is started as quickly as the nozzle is set. The operating company thus has the advantage of hydrant pressure while the apparatus is returning to the hydrant to make up. Now comes the trick —if such you can call it.

The switch valve made of brass, looks something like a small circular cheese box, with a swivel coupling with which it is attached to the nipple of the hydrant. On the outside it has three butts, one female and two males proportionately spaced apart. The centre one (male) is the one from which the hydrant pressure line was stretched. The water from the hydrant passes through a channel leading into this centre outlet only, the other two being walled off from the water like a clapper valve.

When the apparatus takes up its position in front of the hydrant, the company already having the benefit of hydrant pressure, the suction is made up to the other male outlet and connected with the pump of the engine.

From the discharge gate of the engine, a short length of hose (about twenty feet) is attached and the other end or male butt is attached to the third (swivel) intake opening in the switch valve. Then the switch valve is switched with a lever, diverting the water from the hydrant line into the suction through the pump, out the discharge gate to the short length and back into the switch valve continuing on uninterruptedly through the original line as stretched, with a friction loss of only four-tenths of a pound for 300-gallon capacity.

At a test made under the supervision of the Fire Underwriters the latter in a letter to Chief Heffernan, characterized the device as successful and otherwise made the most favorable statements concerning it.

At a test made under the supervision of Deputy Chief John F. O'Hara, of Brooklyn and Queens, Chief Heffernan's switch valve showed how four minutes can be saved in getting water. Two combination pumpers from hydrants opposite each other stretched the same distance. One of them was equipped with the Heffernan switch valve and the other was not.

Both machines stretched their lines and both returned to their respective hydrants. The hydrant which was not equipped with the Heffernan device was not made up with the line, until the apparatus took up its position in front of the hydrant. In the interim, the Heffernan device was supplying water from the hydrant across the street and beat out by four minutes, the line not so equipped.

Water on a fire four minutes sooner than otherwise, even with hydrant pressure, which is about 60 to 65 pounds at night time in Brooklyn, is regarded as an advanced step, for every fire is the same size at the start.

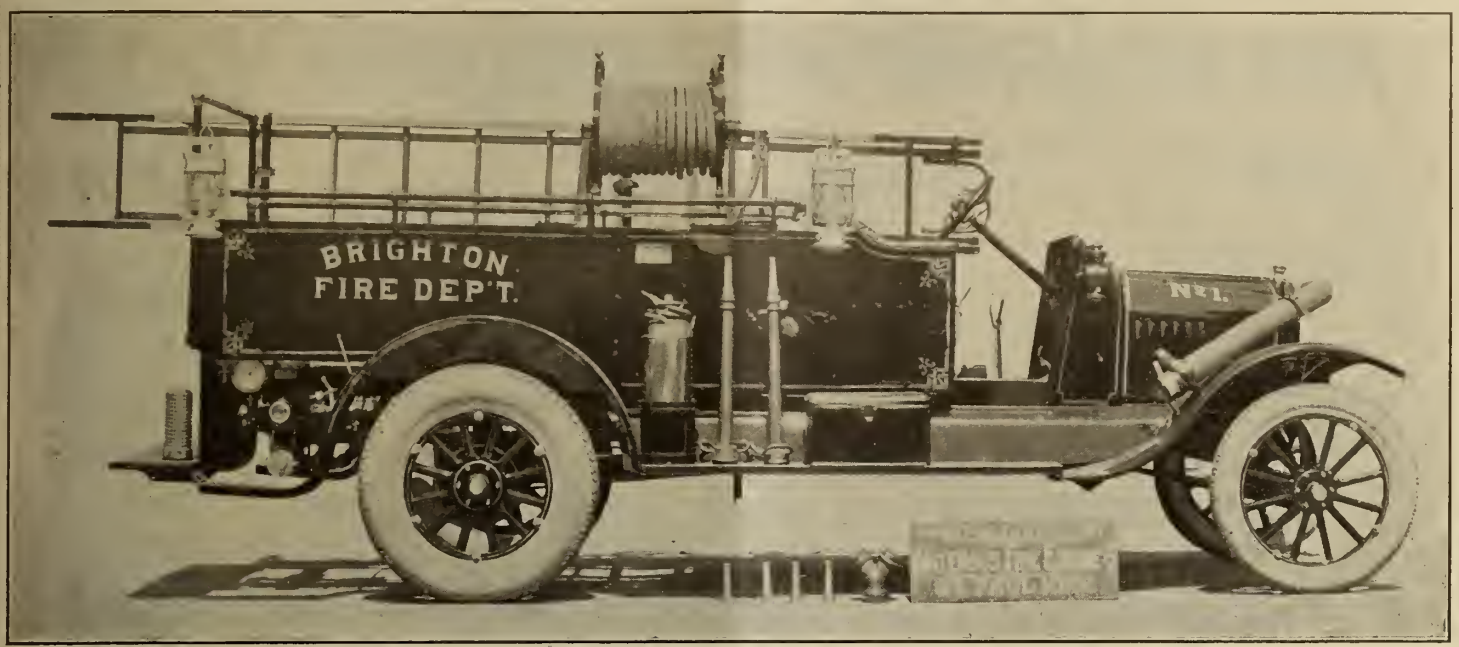
———

After 44 years of service on the Cohasset, Mass., fire department, Chief Henry E. Brennock has retired because of poor health. He held the office for ten years and enlisted at the age of 17 on the old hand drawn engine, Independence, becoming foreman of that company in 1882. It was by his efforts that the town water system was installed and later he secured horse drawn apparatus in the fire department. In 1908 he saw the coming of motor driven apparatus and advocated its adoption, but the town was not as advanced as he was and it was only this year that the voters decided to have a motor pumping engine. A banquet and reception was given to him by the members of the Cohasset fire department, when he was presented with a gift of gold.

———

Marion, Pa.—It is reported that the hook and ladder truck is out of commission.

A REAL FIRE FIGHTER



Size W. I., Type C. 3, Triple Combination, Capacity 200-250 gallons per minute.

A MOTOR PROPELLED FIRE ENGINE

Especially designed for use in the smaller communities. Combines pumper, hose car and chemical. Unexcelled for efficiency. All the advantages of the larger city apparatus with capacity, weight and cost consistent with service intended.

Perfect satisfaction given wherever in service. Correct design; pleasing appearance; very efficient in action; completely equipped. Price reasonable; cost of maintenance practically nothing.

Full particulars upon application.

Address:

WATEROUS FIRE ENGINE COMPANY

ST. PAUL, MINN.

Branch sales offices:

New York City, Boston, Mass., Syracuse, N. Y., Atlanta, Ga., Dallas, Tex., Houston, Tex., New Orleans, La., Kansas City, Mo., Winnipeg, Man.

Fire equipment is worthless— when you can't use it

By O. S. BURKE
8700 South State Street, Chicago

Fire equipment, whether for voluntary or regular fire house organizations, divides itself into several branches. No doubt you have an opinion in your own mind as to just what kind of equipment should be used for this or that particular fire. It takes time to learn how to become a real fire fighter — experience and study are necessary because practically no two fires are alike.

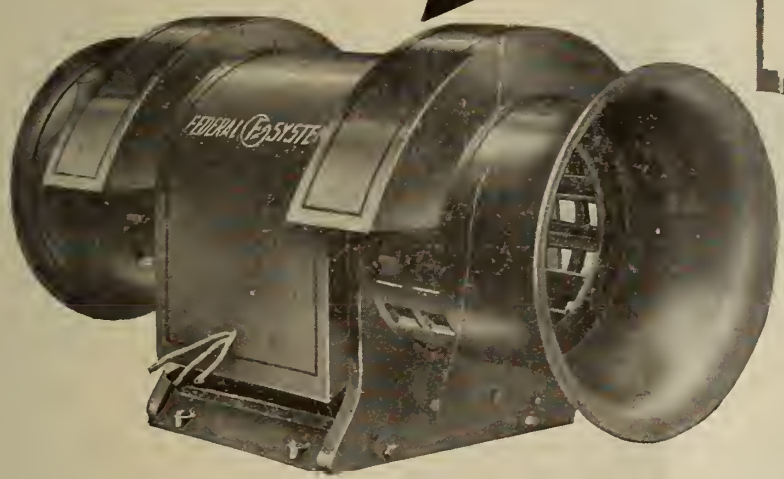
It has been my good fortune to meet many well-known fire chiefs and firemen during the last few years and practically every time I talked with one of the men, the first thing he said was: "Well, we got a new outfit now — think we have the finest fire equipment of any town our size." But the surprising part of it all is that when I ask them how much of their fire losses they have cut down, they usually say, "We're doing the best we can, but when the people don't turn in an alarm until the last minute or when we don't hear the fire signal until after the fire has made a good headway, we can't do the impossible."

I have learned that steps for fire apparatus have been taken too far in one direction. Fire chiefs tell me that it is comparatively easy to get fire fighting equipment when compared with how hard it is to get a suitable warning signal, but that now they are gradually convincing officials that a proper fire signal is almost as important as proper fire fighting equipment — that unless they can get to a fire in time to get it under control all they can do is protect surrounding property.

The advertisement on the opposite page tells you about the real fire siren — the alarm that is operated instantly by the touch of a button — that sends its warning shriek for miles in each direction.

You want to make a good record and I want to help you. Just send the coupon shown on the opposite page for our plan.

The Volunteer Firemen KNOW They Will Hear its Weird Cry—Day or Night—



In case of fire there is nothing left to the imagination—the firemen **know** that they will hear the weird, penetrating screech of the Federal Electric Siren.

Its cry for help penetrates for miles around, and gets immediate assistance.

In case of fire the alarm is turned in to central—central pushes the button which immediately sounds the siren (buttons may be located at different places, such as fire house, pumping station, telephone office, etc., for convenience).

Always ready for instant use—made to give long, satisfactory service—easy and inexpensive to install, as per our simple instructions—averages only $1.50 a year for electricity; no other maintenance expense.

It is the fire signal you need for your City. Send coupon for full information. No obligation.

Federal Electric Company
representing Federal Sign System [Electric]
8700 South State Street, CHICAGO
627-649 W. 43rd St. NEW YORK
91 New Montgomery St. SAN FRANCISCO
Branches in all large cities

The Federal Electric Siren

FEDERAL ELECTRIC COMPANY, representing Federal Sign System (Electric),
8700 SOUTH STATE STREET, CHICAGO.

Please send full information and prices of the Federal Electric Siren. Our city has about ..... population.

Name ..... City ..... State .....

Street and No. .....

Position .....

(F. S.—7)

(Photo by G. W. Latta, Toronto)
In front of Headquarters Fire Station, Toronto, Jan., 1919

Growth of Toronto's Fire Dept.

(Continued from page 14)

Sunday, at half-past 11 p. m., there was another alarm from a small house in the rear of Mr. John Bell's, on Richmond street. The water being very difficult to get, the building was burned to the ground. Fortunately there was no wind, and the injury was stayed with the destruction of the one. It is remarked that only three puncheons arrived altogether. On the following day, at 3 p. m., there was another fire; the malt kiln of Scott & Lynch, in Duchess street, took fire and was destroyed, but by the timely aid of the engine and a good supply of water the connecting building was saved.

On Monday, 5th March, 1838, the company met and collected 61s. and 3d. in fines. Mention was made to the company of the circumstances of the old company's dissolution, and the new organization of the fire department, which had their cordial approbation. Many members elected in were: Thomas J. Preston, proposed by S. E. Taylor, seconded by H. Stewart; William Hamilton, proposed by A. Hamilton, seconded by S. E. Taylor; Joseph Hodgson, proposed by Mr. Paterson, seconded by Robert Simpson; William Donaldson, proposed by Mr. Harbron, seconded by Mr. Woodsworth. It was moved by Samuel E. Taylor, seconded by Mr. Woodsworth, and resolved, that the eighth section of rules of the company be amended by adding that no fine shall be exacted from members who shall not hear any alarm of fire occurring between the hours of 6 o'clock in the morning and 10 o'clock in the evening. It was suggested that there was necessity of the members of the company being acquainted with the manual and platoon military exercise, and it was enquired who were willing to attend two evenings in the week to be drilled, when the following gave in their names: David Paterson, Alexander Hamilton, Richard Woodsworth, George Harbron, George Simpson, John Adamson, Thomas Saunders, Joseph Willson, John Phillips, Thomas Smith, Samuel E. Taylor, Thomas Storm, Henry Stewart, John Campbell, John Rogers, Richard Hastings. The meeting adjourned until the next Monday, the 12th instant.

On Monday at half-past 6 o'clock the company met at the engine house. The captain then read the communication from the clerk of the Common Council, informing the company, through him, of their reappointment under the amended fire law as one of the city fire engine companies, and that in consequence this night the company is called upon to elect new officers for the ensuing year, Mr. Paterson in the chair and Mr. Wilson secretary. Whereupon it was moved by Mr. Bilton, seconded by Mr. Storm, that rule the 12th be suspended for the evening and the officers be elected by a show of hands. This was carried. It was moved by Alexander Hamilton, seconded by Joseph Dixon, that David Paterson be captain of this company from this night until the first Monday in May one thousand and one hundred and thirty-nine. This was carried unanimously. It was moved by George Bilton, seconded by Alexander Hamilton, that Joseph Wilson be first lieutenant from this night until the first Monday in 1839. This was carried.

Robert Hunt, Captain Independent Fire Brigade, 1857.

It was moved by Thomas Storm, seconded by Joseph Dixon, that Alexander Rennie be second lieutenant of the company until the first Monday in 1839. This was carried. It was moved by Thomas Storm, seconded by Thomas J. Preston, that Joseph Dixon be treasurer of the company until the first Monday in 1839. Carried. Moved by Thomas Storm, seconded by George Bilton, that Alexander Hamilton be secretary of the company until the first Monday in May, 1839. Carried. Moved by Mr. Hamilton, seconded by Mr. Dixon, that Ed. Robson and John Adamson be branchmen. Carried. Moved by Mr. Hamilton, seconded by Mr. Saunders, that William Duncan, James Bell and William Hamilton be section hosemen. Carried. Moved by Mr. Hamilton, seconded by Joseph Dixon, that a committee be appointed to examine the treasurer's account and report at the next monthly meeting, and that Messrs. Joseph Willson, Thomas J. Preston, Henry Stewart, George Harbron, Thomas Storm do compose said committee. Carried. Moved by Thomas Storm, seconded by Ed. Robson, that the captain, lieutenants, secretary and treasurer do form a committee to examine and report on the by-laws of the company on the next monthly meeting night. Carried. The utmost harmony prevailed at the meeting.

On Monday, 7th May, 1838, the company met, and after having ordered two carters to bring up water from the bay, run through the hose, found them in good order, took off the horse and ran the machine up to the corner of King street up to the Club House, and trying her there found her able to throw water over it. After exercising some time there and being satisfied with her operations, they took the machine in, collected some fines and adjourned until the first Monday in June.

On Monday, June 4th, 1838, the company met at half-past 3 o'clock; called the roll, took out the machine to King street, where having some hogsheads of water ready, the force was tried over the Commercial Bank. This building was afterwards the Globe office, and the site is now (1895) partly occupied by the Bank of Commerce. It was found that the machine worked well, throwing fully 20 feet over the tops of the chimneys of that high building. After trying her satisfactorily, they returned to the engine house, collected 20 shillings of fines, after which the following resolution was moved by Alexander Hamilton, seconded by Joseph Dixon, and unanimously adopted: That in consequence of the requisition now being made for city guards to be in readiness, to act in case of any sudden emergency, this company felt it a duty incumbent on them to offer their services to the Attorney-General, expressing their willingness as a body to defend the lives and properties of their fellow-citizens to the utmost of their power, and that a deputation of this company be made to carry the above into effect. After the passing of the above it was noticed that it was in contemplation to have a jubilee procession on the 26th of the month, being the Queen's coronation day, but as nothing special had been done about it, it would be again laid before the company on Thursday evening at 7 o'clock, to which time the company adjourned. The deputation appointed to communicate the resolution of the company was D. Paterson, Joseph Wilson and Alexander Hamilton, being informed that the most effectual way to obtain an immediate attention to their business was to address a letter to the Adjutant-General; did so by A. Hamilton, secretary of the company, and of which the following is a copy:

A Quick Getaway

And No Lost Power on the Turns

EVERY man in the Fire Department knows what that means. And every property-owner learns its value to him, sooner or later.

Firestone Tires have proved themselves equal to the all-emergency demands of fire-fighting apparatus.

Whether light or heavy, horse or motor driven, Firestone lengthens the life of the apparatus by a long term of years and definitely increases its dependability in action.

The following manufacturers of fire apparatus use Firestone equipment:

Ahrens-Fox Engine Co., Cincinnati, Ohio.
American & British Mfg. Co., Providence, R. I.
American-LaFrance Fire Engine Co., Elmira, N. Y.
Robinson Fire Apparatus, St. Louis, Mo.
The Seagrave Co, Columbus, Ohio.

Most Miles *per* Dollar

FIRESTONE TIRE & RUBBER COMPANY
Akron, Ohio Branches and Dealers Everywhere

Firestone

Toronto, 5th June, 1838.

From the call made upon our fellow-citizens of the militia to volunteer, the British American Fire Insurance Company have felt it to be their duty to pass the following resolution: That in consequence of the requisition now being made for city guards, to be in readiness to act in any case of sudden emergency, this company feel it a duty incumbent upon them to offer their services to the Adjutant-General, expressing their willingness as a body to defend the lives and property of their fellow-citizens to the utmost of their power. I would here inform you that this company did unanimously on the rebellion breaking out take up arms, and for a considerable length of time act as a patrol, but as things began to wear a more peaceable aspect many of them, at the order of the Mayor returned their arms, but as from present reports and appearances the company is led to believe the most important crisis is yet to arrive, they are desirous to obtain arms to equip them all and be regularly drilled, so when their active service by the Government may be demanded they may be more effective. The company is composed of true and loyal men and is forty strong. The company adjourned until Thursday evening next, at or before which time your answer to this is respectfully requested.

Alexander Hamilton, Sec.
B. A. F. Company.

To R. Bullock, Esq., Adjutant-General.

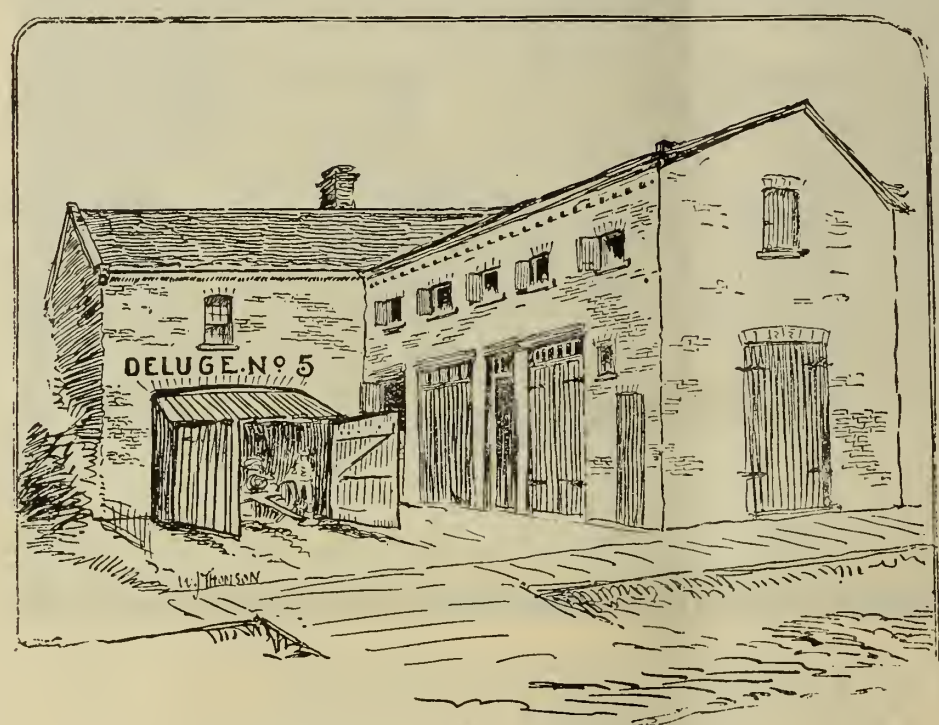
The answer to the foregoing letter to the Adjutant-General was:

Adjutant-General's Office,
Toronto, 6th June, 1838.

Sir — With reference to your letter of yesterday, I beg to acquaint you that his Excellency the Lieutenant-Governor fully appreciates the loyalty and zeal which have prompted the British-American Engine Fire Company to come forward for the maintenance of our country and its institutions; but at the same time, under the present aspect of circumstances, his Excellency does not deem it necessary to call for their active exertions; these his Excellency has no doubt shall not fail, should the exigency for them arise, in which case he will have no hesitation in having recourse to their offer. I have the honor to be, sir,

Your most obedient servant,
Richard Bullock,
Adjutant-General Militia.

On Thursday, June 7th, 1838, the company met according to adjournment at 7 o'clock, to receive the report of the committee appointed to wait upon the Adjutant-General, when the communication preceding was read and approved, after which a conversation took place upon the expediency of instituting in the company a benevolent society. In order to do something of the kind, it was moved by Mr. Bilton, seconded by James Bell, and resolved, that the officers of the company be a committee to draft some rules for the government of the company as a benevolent society, and report next meeting night. It was moved by Mr. Boulton, seconded by Mr. Miller, and resolved, that the officers be a committee to prepare for a procession upon the coronation day. Accordingly the officers met those of the hook and ladder and Toronto fire engine companies at the house of Mr. Baker, known as the "Black Swan," where it was agreed, it being so decided that the British-American Fire Engine Company should take the first place in the procession, the hook and ladder the second, and the Toronto company the last place, and to meet at their respective quarters at the hour of 6 o'clock p. m., on the 28th inst.



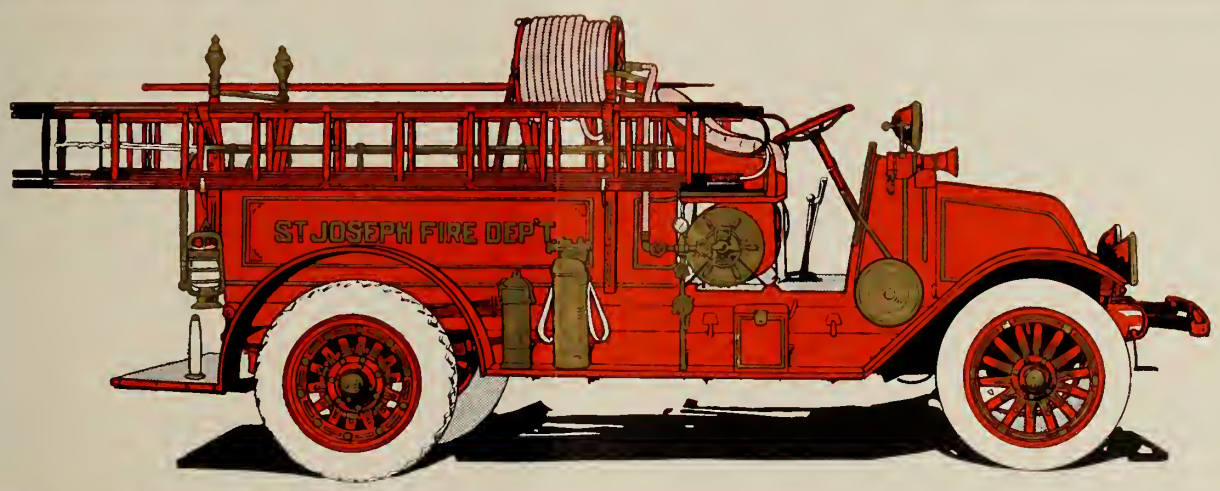
Deluge engine house, Berkeley Street, built 1851

On the 28th the company met at the engine house. After a short time the hydraulic engine, owned by Watkins and Harris, hardware merchants, King street, east of St. James' Cathedral, drawn by a horse and having a handsome flag on it, came up, when the company, preceded by the assistant engineer No. 1, Richard Woodsworth, with the engine, drawn by four horses, with banner and flags of a splendid description, proceeded to the City Hall, in front of which they were joined by the fire companies mentioned before, and, after being arranged by the chief engineer, accompanied by the united bands of the Queen's Foresters and Rangers, proceeded down King street to Berkeley street, up Berkeley street to Duke street, up Duke street to New street, up New street to King street, up King street to Government House, through the Court yard and up Graves street to Lot street, down Lot street to Yonge street, down Yonge street to Front street, down Front street to Church street, up Church street to King street, down King street to City Hall, where leaving the machines in front, they repaired to the Council room where a collation was being prepared for them by the stewards, of which they partook and then withdrew to their respective quarters, the display being considered one of the most gratifying the citizens of this place ever witnessed.

On the 18th July, 1838, the Mayor having written a note to the chief engineer to request the fire companies to assist to receive the Earl of Durham, the chief addressed a copy of it to the various companies, on which the captains immediately gave notice to the members to attend at the engine house at 2 o'clock, from which they took their way to the City Hall, where, being congregated together and being joined by the members of St. Patrick, St. Andrew and St. George Societies, and preceded by a band of music and the members of the City Council, they proceeded to the Government wharf, and, separating and lining the wharf on both sides, awaited his landing from the steamer Cobourg, then in sight. About 4 o'clock his Excellency landed, accompanied by Lady Durham, a numerous suite, Sir John Colborne, and an excellent band, when Sir George Arthur and all the heads of departments, in addition to the companies mentioned, received him, and Sir George, taking the Earl, and Sir J. Colborne taking Lady Durham, they walked up the wharf, the companies closing behind them in procession until they came to the carriage in waiting, which, entering, they proceeded to the Parliament buildings, the stone steps being carpeted and having the crimson chair of state waiting his reception. After arriving, the Mayor read and presented his address from the citizens and Earl Durham read and presented an answer, which was enthusiastically received, after which he delivered an extemporaneous address assuring the citizens and spectators of his disposition to serve them. The number supposed to be present was about 10,000 persons, men, women and children, the most numerous and splendid display ever made in the city, one that surprised the Earl of Durham and his attendants, as was afterwards expressed by him. On the following day, business of importance calling the Earl below, his stay was necessarily limited. The same arrangements being made by the companies, corporation and societies as the day before, at 3 o'clock they proceeded to and lined Mr. Brown's new wharf, east of the foot of Scott street, and there awaited the arrival and departure of Earl Durham and suite. At 5 they appeared in their carriages and approached the boat by the wharf, when a most violent thunderstorm suddenly coming on, drenched such as could not get shelter and prevented the Earl from addressing the spectators, as it was supposed he wished. However, after the shower was passed the boat pushed off, the Earl showed himself bowing to the numerous spectators, who kept cheering him till at a great distance out in the bay.

On Monday, 4th April, 1842, the company met at the usual hour, when, in consequence of the desire of the company to be in possession of a lion of their own without the difficulty of procuring one for processions similar to the last, by being under obligations of borrowing from Mr. Parkiss or any other person, it was moved by Mr. George Bilton, seconded by Mr. Thomas Storm, and resolved that Mr. Paterson do purchase a carved and gilt lion for the use of the company on procession days.

On July 10, Monday evening at 7 o'clock, the company met to receive the report of



The Combination Chemical and Hose.

Northern Equipped

The Northern Fire Apparatus Co., Minneapolis, Minnesota

2. GREATER SUITABILITY.

a. Commercial trucks are suited to Fire Department needs.

FIRE Department service presents a variety of needs. Each need requires a truck of special size and power, in fact, it requires a large variety of trucks to fill these needs suitably. Commercial trucks are built in many sizes and lengths of wheel base and can be used for almost every kind of service in a Fire Department.

Have you tried commercial chassis for combination chemical and hose, chemical, and booster pump work in your Fire Department? If not, why not? The commercial job *costs* just about *half as much* as so-called "Standard" fire apparatus and you won't be making an "experiment." Hundreds of trucks of this sort are now giving satisfactory service.

b. Truck builders build the best trucks.

EVEN today, some salesmen are proud of the fact that their truck is built from the ground up by their factory. Is this contention right in principle? If so, why doesn't this factory manufacture the tires? Because the tire manufacturer doing nothing but building tires can build them better, cheaper and more reliable than the individual truck manufacturer.

This is the age of the "Specialist." The man or the organization who does only one thing but does that one well—as opposed to the "Jack of all Trades" who is master of none—is the one to buy from whether he makes fire apparatus, milling machines, or candy.

c. Your problems are trucking problems.

WHERE does your problem in buying a fire truck differ from your expressman's? You both have a load to carry a certain distance. Here's the only difference as we see it. Your expressman may have to load two tons on a one ton truck one trip and less than a ton the next trip. You have a definite load to carry a certain distance. *Which condition is harder on the chassis?* Who can pick the chassis best suited to a definite load and therefore the one *which will stand up the longest?* You can, of course

NORTHERN

Your expressman runs his truck at least 300 days in the year probably at least eight hours per day in any kind of weather in the hands of many different types of drivers—bad, worse and worst. You have expert drivers under your supervision who use the truck at the very most 50 days in the year for a total of not over 150 hours. Which condition seems to be the most difficult one to handle? *Which seems to call for a specially built chassis?*

Your expressman is getting along with a commercial truck chassis and is well satisfied. Don't you think it worth while to try a good commercial chassis in your Fire Department?

NOTE: Please don't think we're trying to minimize the importance of reliable chassis for Fire Department service. We're not. We're just illustrating in positive examples that commercial chassis manufacturers turn out *the most reliable trucks built for all purposes.*

d. Get the trucks most suitable to the load.

LOOK at the commercial trucks in use in your town. What are they generally replacing? A team of horses. We contend that anywhere you were using a team of horses in your fire department formerly you can now use a good commercial chassis. Is it logical to replace a team of horses with an eighty horsepower motor? You do not increase the load when you motorize.

We know that every fire truck can not be built on a commercial chassis, but a combination chemical and hose truck is not heavy apparatus, and the requirements of this type of apparatus can easily be met by any reliable chassis of from ¾ ton to 2 ton capacity, depending on the size of truck wanted.

The same is true of the chemical, the hose car; and the newest apparatus—"the booster pumper." Any good two ton truck will make as good a booster pumper as the most specially built machine and with the 83% efficiency of the Northern Rotary Pump deliver just as many gallons of water per minute as the best of them or boost the pressure just as you wish.

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The Northern Fire Apparatus Co., Minneapolis, Minn.

the committee appointed to enquire into the expenses of procuring a lion as a badge of distinction for the company. A specimen from a wood engraver was presented, but it was in so unfinished a state as to be unfit to decide upon; it was therefore left with the committee, to whom was added the secretary, and if, when finished, it pleased them, they were given power to complete the badges for the whole company. The subject of hand grips for the hose and hooks for fastening them on ladders and roofs were also spoken of, and those present agreed to sustain the captain in carrying the measure out and in defraying expenses, or have the expenses defrayed out of the funds of the company in case the corporation refused the necessary aid from the funds of the city. It was resolved that the secretary be directed to address a letter to the Chief Engineer calling his attention to the absolute necessity of increasing the number of hydrants in order to afford an adequate supply for the fire department, as well as having a proper head of water in the reservoir to render those already effected efficient, their inefficiency being so apparent as to create general dissatisfaction.

Scarcity of water being a matter of such frequent occurrence, the company adopted and published the following resolution:

The Water Company — Complaint of a Want of Sufficient Supply by the Fire Brigade.

At a meeting of the British-American Fire Engine Company, held in their hall Monday evening, the 5th inst., the subject of the frequent deficiency of water at fires, particularly at the fire on John street on the morning of the 5th inst., being brought under consideration, it was unanimously resolved: That the company cannot too strongly urge upon the city corporation and the various insurance companies the necessity for some immediate and energetic steps being taken to supply the engines with water at fires. The so-called waterworks, for which the citizens are taxed so heavily are, in general, of little service in case of fire, and might with advantage to the safety of the inhabitants be at once shut up. That this was particularly manifest at the fire on John street, on the morning of yesterday, the 6th inst., when for upwards of half an hour after the engine of the company had been on the ground, and in connection with one of the hydrants, water sufficient to work even for a few minutes could not be obtained, and for want of which a very large amount of property was destroyed, or rather sacrificed, by trusting for a supply of water to the water-works. That if some sufficient means to compel the water company to fulfil their obligations to the citizens be not adopted, or some other means be not devised to provide an ample supply of water for the engines at fires, the members of the fire company cannot be expected to remain associated in a service, which, thus rendered inefficient, must become dishonorable. It was also resolved that a copy of the foregoing resolutions be forwarded to the city corporation, to the offices of the different insurance companies and the various newspapers.

(Signed) David Paterson, Captain.
James Price, Secretary.

April 5th, 1847.

At a special meeting, October 13, 1847, Mr. Morris having taken the chair, it was resolved that the company turn out to receive the Governor-General on Friday. Accordingly the company assembled at 3 o'clock, to join in the procession to meet the Governor-General, and, after escorting his Excellency to the Mayor's residence, returned to the engine house and held a special meeting.

At the monthly meeting, May 1st, 1848, the company met as usual, Mr. Paterson in the chair. After collecting a few fines Mr. Paterson left the chair, and Mr. D. Maitland was appointed chairman for the evening. The company then proceeded to elect officers for the ensuing year. Those declared elected were as follows: For captain, Sproatt 10, Morris 9; for first lieutenant, Morris, unanimous; for second lieutenant, Robson 10, Alderdice 8; for secretary, Pell unanimous; for treasurer, Walker unanimous.

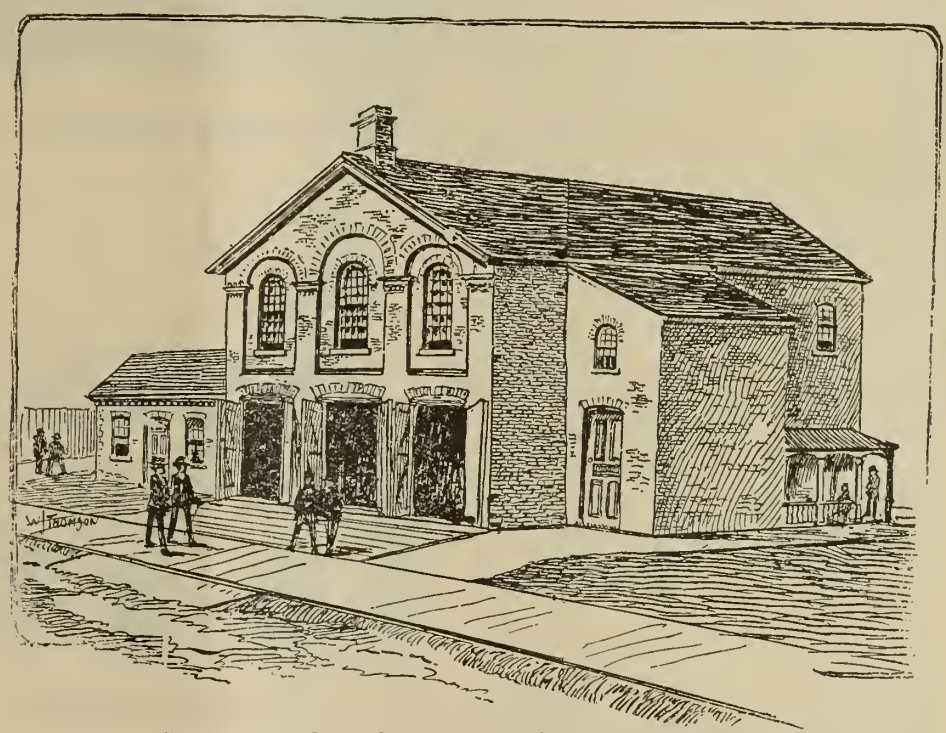
At the monthly meeting, August 7, 1848, the company met as usual, the captain in the chair. The committee for auditing the reports reported to have found them correct and satisfactory, the company having a balance in the treasurer's hands of £7 7s. 6d. By order of the committee the following accounts were handed over to the treasurer, and ordered to be paid: Ross Mitchell's account for coat, W. Landon's account for ale, Mr. Doel's account for ale. The captain reported to the company the intelligence that the ladies of Toronto intended to present to them a banner on Thursday, the 10th inst., in the grounds of the old Government House, at 2 o'clock p. m., and at a special meeting of the officers of the brigade the several companies were requested to meet in gala procession in order to receive the banner with due respect, and that the men in connection with the Hamilton Fire Brigade and corporation partake of refreshments in the evening, to be paid for by each member of the different companies contributing the sum of one shilling and three pence. It was resolved to meet at the hall on Thursday at 1 o'clock in full regalia to take part in the procession. Accordingly on Thursday, August 1, 1848, at the hour of 1 o'clock p. m., the company met in full regalia and proceeded to the government grounds in connection with the other companies to receive the splendid banner presented by the ladies of Toronto to the fire brigade, after which the procession proceeded down King street and up Front street to Church street to the Church street fire hall. At 5 o'clock p. m. they went in procession to Mr. Beard's new building on Church street, on the north-east corner of Colborne and Church streets, afterwards Beard's hotel, to partake of refreshments. On the whole the procession was decidedly the best of the kind which Toronto has ever seen, notwithstanding the day was most oppressively hot and disagreeable.

The preceding to a certain extent anticipates history, but is given as the complete records of No. 3 Engine Company from its minute book.

To return to the history proper of the Fire Department we find that on April 12, 1834, in Council, Ald. Lesslie moved, seconded by Ald. Harper, "That until the fire department is placed under the regulation of the Council, the Mayor be authorized to direct the issue of tickets to carters furnishing water at fires (as has been customary) under the direction of the captain of the late York Fire Company." Carried.

The above resolution is the first official record relating to the fire department of Toronto in the minutes of the municipal corporation of the City of Toronto.

Two days later the first Fire and Water Committee of the city was appointed, and consisted of Ald. Carfrae and Lesslie and Councilman Doel.



Court Street fire hall and Mechanics Institute, built 1846

The first report of the Committee on Fire, Water, etc. was brought up on the 23rd April, 1834, and is as follows: "Your committee, in the discharge of the duty entrusted to them, beg to offer a few general suggestions, which they deem of importance, previous to submitting for your approval a bill for the prevention of the calamities to which the inhabitants of the city are exposed in cases of fire. In the present state of the city in regard to its wealth and means of improvement, the cause from which the greatest danger of fire arises cannot be altogether obviated. Buildings of wood must necessarily be allowed to be erected in the city for many years, until by the improvement of the Mechanic Acts buildings of a more substantial character may be constructed at less expense than they can now be, or until by the increase of the wealth and the improved facilities of its communication, stone for buildings shall be brought in in such abundance as to do away with the inducements which now lead to the erection of wooden houses. * * * The value of ground on each side of King street having of late years been greatly enhanced, as affording the best stands for places of business, your

committee are led to believe that the proprietors of lots could without difficulty or diminution of their rents lease them to persons who would erect brick buildings thereon, were there to be a city ordinance against the erection of those of wood. Should it be considered inexpedient, however, to attempt to enforce a regulation of this kind, the danger arising from wooden houses, especially when constructed in contiguous ranges, may be greatly lessened by the erection of brick party walls of sufficient thickness to prevent any part of the wood of one house from being affected by fire arising in those adjoining it.

(Signed) "Thomas Carfrae.
"James Lesslie.
"John Doel."

On 17th June, 1834, the following were appointed fire inspectors for the several wards of the city: John Dennis Johnson, for St. George's, St. Andrew's and St. Patrick's; Exaveras Clinkunbroomer, for St. Lawrence and St. David's.

Less than a month later the chairman of fire, water, etc., in his report, said: That, as the citizens have come forward and subscribed liberally for the purchase of a fire alarm bell, and, as it is also absolutely necessary that some plan should be adopted for conveying the alarm in case of fire to the respective firemen, who are scattered over the city, and, as the safety of the city and the preservation of property depends greatly upon promptitude of the firemen in attending at the place of conflagration, the committee, therefore, recommend to the Council the propriety of seconding so laudable an object by granting the sum of seventy-five pounds to carry the plan into execution.

The report was received, and adopted, and the amount voted. William Musson, Robert Emery, Malcolm McLennan, John Armstrong, and David Peterson were appointed commissioners to expend the same.

The ordinary expenses of the fire company in the first year of Toronto's history as a city amounted to £17, 35s 5½d, including payment of officers, men, extra carters, etc.

The appliances at the time consisted of two hand engines, hose reels, and one hook and ladder truck.

The second hook and ladder company was organized in 1835, when a sum of £55 was voted in Council to the members for the purpose of securing uniforms.

In 1837 a considerable amount of repairing was done to the fire engines and other apparatus by the orders of the captains, and the bills sent in to the Committee on Finance and Assessment, who sent them in to the Council, recommending them to be paid, and at the same time protesting against the expenditure of so much money without special permission from the Committee on Fire, Water, etc. The Council upheld the committee in their report. The sums which had been spent amounted to £32 18s. 10d.

In March, 1838, the various fire companies were entirely reorganized by order of the Council, and all men who wished to become or to continue firemen had to report themselves to the Clerk of the Council before they were considered eligible; also to say to which fire engine or fire company they wished to belong.

In October, 1838, there was a good deal of excitement among the different fire companies as to whether the office of chief engineer of the department was necessary or not, and petitions were sent to Council, two against the appointment and one in favor of it. The petitions were referred to the Committee on Fire and Water, who thought that not only was the office of chief engineer necessary, but that to make the companies thoroughly efficient it would be well to have an assistant engineer, and recommending Mr. Robert Beard, captain of the hook and ladder company, for the position. This was adopted by the Council, and carried out. At the same time a new fire company was organized to take charge of the No. 2 engine, and the old company disbanded.

In August, 1839, on the occasion of a big fire, the fire companies more than usually distinguished themselves, and the 32nd Regiment turned out and helped to extinguish the flames. The Council passed a resolution of thanks, both to the companies and the regiment, for their valuable services on that occasion.

The following advertisement is found in the British Colonist of February 6, 1839:

Wanted — As soon as possible, three sober active men to sweep the flues of the City of Toronto, to whom good wages will be given for a year and sure payment. Apply to J. Webb, Fire Inspector.

N. B. — J. W. has one young man two years employed, who knows the inhabitants and their manners.

The Fire Inspector requests that the editors of the papers in this and the lower provinces will give the above an insertion.

In 1840 the hook and ladder company occupied the north side of the Church street building, the engine No. 2 the middle, and engine No. 1 the south side, the three apartments being connected by doors. The first engine of the No. 2 company was what is called a "goose neck," from the fact that the hose was attached to a pipe curved like the neck of a goose, and rising about three feet above the deck of the engine, or machine, as it was more familiarly known. Each of these goose necks had a cistern or water tank attached to the rear of the engine. The suction hose was kept at the side of the engine on a wooden rod, and when it was wanted for duty it was drawn from the rod, and one end of the hose was screwed to the valve of the engine in rear, and the other shoved into the aperture in the cistern, where a leather apron was attached and a strap buckled round to keep the water in. The cistern would hold four or five puncheons of water. This engine was named the Toronto.

Central fire hall, Lombard St., erected 1886

In May, 1841, the chief engineer, Thomas D. Harris, resigned his position in the department, and the Council passed the following resolution: "That the thanks of this Council are justly due to Thomas D. Harris, Esq., late chief engineer of the Toronto Fire Department, for his valuable services as a most important officer of this Council, and that his Worship the Mayor be requested to communicate these sentiments of the Council upon his retirement from the office of chief engineer."

He was succeeded by Mr. Robert Beard. In the same month the resignation of Mr. R. Woodsworth, assistant engineer of the fire department, was received and accepted, and Mr. Joseph Wilson was appointed first assistant engineer, and Mr. William Atkinson second assistant engineer of the Toronto Fire Department.

In the autumn of 1841 the Bay street fire hall was built on the site which it now occupies. For this purpose the Council voted a sum of £200. The accommodation up to that time had been very bad, and the members of the brigade had petitioned the Council several times to give them a better place for keeping their apparatus. During the year 1842 the first signs of the real organization of the fire department began to appear.

The next fire company—No. 4—were organized in 1842. Thomas Mara was their first captain. Their first engine was a goose neck, and their second a piano machine, built in Temperance street by William Marks. She was larger, yet in style much the same as engine No. 2. This company had its first hall in old St. Patrick's market, the entrance being at the east side of the building. It was located here for years, but in the fifties the engine was housed in a building on the south side of Queen street, about seventy-five feet from the corner of John street. The present hall forms part of this building.

In June, 1845, the Firemen's Benefit Society was organized, and the members of the City Council were asked by petition from the chief engineer of the Fire Department, to become the patrons of the scheme, which they agreed to, at the same time thanking the department, through the chief engineer, for their laudable suggestions for the improvement of the Fire Department. The sum of £50 wts also appropriated out of the funds of the city as a donation towards the funds of the newly-formed society. The main objects sought were the providing for firemen who might be disabled at fires, or, in the event of death, for their widows and children.

Previous to 1846 various acts had been passed relative to the fire regulation of the city. In or about that year the following fire regulations were adopted in one act. This is the act:

Whereas, it is expedient and will be found convenient to amend and reduce into one act the different enactments for preventing and extinguishing fires, and for regulating the conduct of the officers and men belonging to the several fire companies, and of other persons who may be present at any time; be it herefore enacted by the Mayor, aldermen and commonalty of the city of Toronto in common Council assembled, as follows:

Sec. I.—That from and after the passing of this act, an act entitled "An act for the prevention and extinguishing of fires," be, and the same is hereby repealed.

Sec. II.—That the Fire Department of the city of Toronto shall consist of one chief engineer, etc.

Sec. III.—That the different engine, hook and ladder, hose and protection companies shall choose out of their own number their own officers, etc.

Sec. IV.—That it shall and may be lawful for the officers of the different companies on the first Monday in May of each year to transmit to the clerk of the common Council the name of three fit and proper persons for each of the offices of chief and assistant engineers.

Sec. V. — The chief engineer, or, in his absence, the senior assistant engineer,

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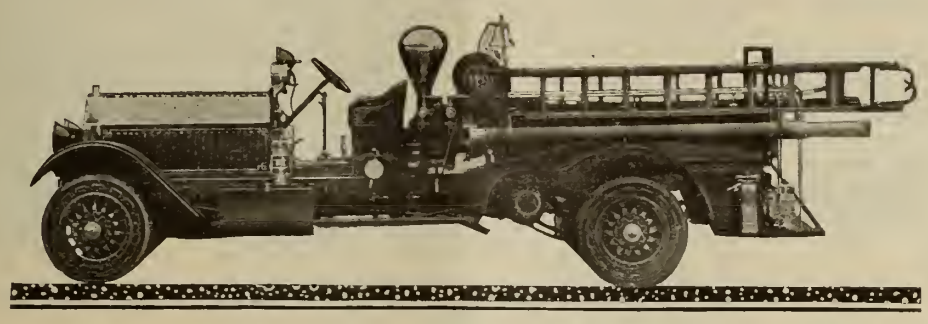

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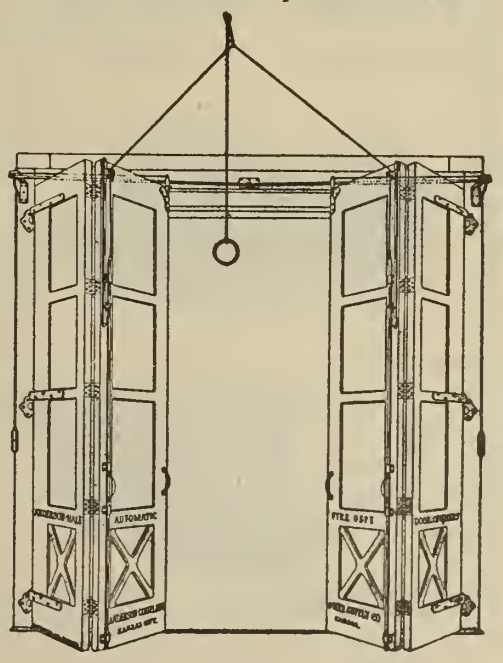

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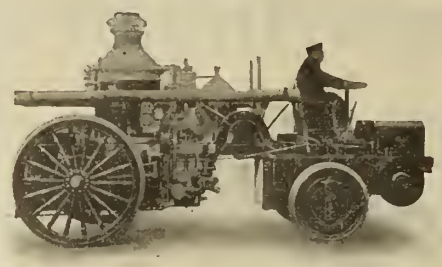

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shall have the sole and absolute control over all the engines, etc.

Sec. VI.—It shall be the duty of the officers and members of the several engine, hook and ladder and hose companies, whether a fire shall break out in the said city, to repair forthwith to the respective engine houses and thence to convey such engines and other apparatus in as orderly and expeditious a manner as possible to or near the place where such fire may be, etc.

Sec. VII. — The Clerk of the Common Council shall grant to each member of each engine company, hose company and hook and ladder company a certificate that he is enrolled in the same, which certificate shall entitle such person to the exemptions prescribed by the general laws of the province.

Sec. VIII. — Upon occasions of fires it shall be the duty of the Property Protection Committee to repair thereto, and with their best endeavors to save furniture, merchandise and other property from the fire, and to convey the same to places of safety; the senior officer of the said company present shall have the sole command and control of said company; and it shall be lawful for him to require the aid of any male inhabitant of the city between the ages of 16 and 60 years, who is not assisting in extinguishing the fire, to assist in carrying his orders into effect.

Sec. IX. — In order that the engineers, officers of companies and members composing the fire department may be more readily distinguished at fires, they shall be respectively required to wear such dress, cap and other insignia as the standing Committee on Fire and Water shall direct.

Sec. X.—The Mayor and aldermen of the city, present at any fire, are hereby authorized to command any male inhabitant thereat to assist the fire department in extinguishing the fire, and to remove and arrange any persons at or near the fire in such manner as may be necessary to allowing and aiding and assisting the fire department the more effectively to discharge the duty, and in order that the said Mayor and aldermen may be more readily recognized and known, they shall bear a wand with a gilded flame at the top, and each and every person who shall refuse to comply with such orders given as aforesaid shall be liable to be sent to the common jail of the city, and further dealt with as the Mayor and aldermen may determine.

Sec. XI. — All the licensed carters of the city liberties are required to attend all fires for the purpose of conveying water to the same; and to secure the utmost promptitude the following premiums will be awarded to such licensed carters or others: To any carter or other person who shall with his horse draw the first engine or fire apparatus to the fire the sum of ten shillings, and to any carter or other person who shall with his horse draw any of the subsequent engines or other apparatus to the fire the sum of five shillings; to any person for the first puncheon of water furnished to any engine the sum of one pound five shillings; for the second the sum of fifteen shillings, and for every puncheon afterwards required by the chief engineer or officer commanding the fire department the sum of one shilling, but no carter shall be entitled to any premium whose puncheon is not three-fourths full when delivered to the engine, nor shall any carter leave the fire, except for the purpose of bringing water to the engine, until discharged by the officer in command of the fire department.

Sec. XII. — That no person or persons shall hereafter pass or cause to be passed through any portion of wood or wood and lime, or through any wooden floor in any house or building within the said city or liberties any stove pipe, or without leaving six inches clear between the pipe and such partition or floor.

Sec. XIII. — That no occupant or occupants of any house or building within the said city or liberties shall permit any pipe holes not in use in any chimney in such

Richard Ardagh, died January 27, 1895

house or building to remain open and not closed with a stopper of metal or other incombustible material.

Sec. XIV. — That no occupant of any house shall pass a stove pipe through the top or sides of any wooden house, outhouse, fence, or any building whatever, owned and occupied by him, her or them in the said city, unless the same shall pass through a stone or chimney of brick and mortar.

Sec. XV.—That no person or persons shall hereafter place any stove in any house or building in the said city or liberties without ae lving nine inches clear from any woodwork immediately above such stove, and seven inches from any woodwork opposite the sides of the same, and at least

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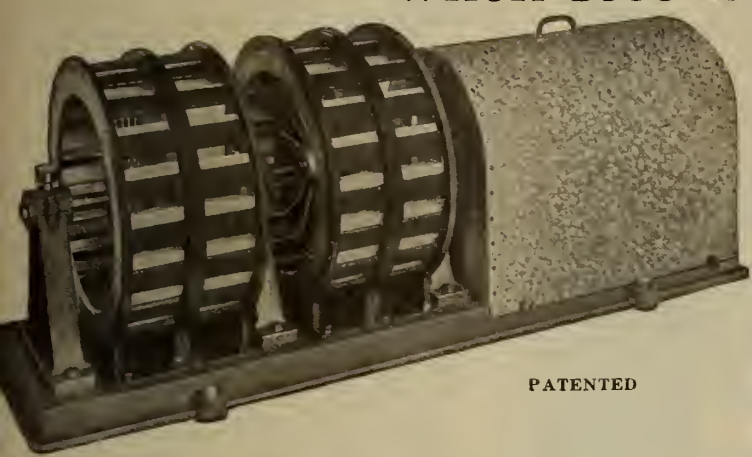

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Chief Croker's Book. 354 pages, illustrated. Fire fighting and fire prevention by Edward F. Croker, for 12 years head of the New York fire department. Treats of Prevention of Fire in the Dwelling and Small Town; The Fire Department of a Small Town; Protection of Factories, Loft Buildings, etc.; The Fire Department of a Large City; Sprinklers and Sprinkler Systems; Incendiarism and Arson; Law Making and Fire Preventive Work, etc., etc. Cloth, $2.00; by mail, $2.15.

Fireman Civil Service Examination Instruction. A complete course of instruction for examination for entrance to the Fire Department. Includes 279 questions and answers; 218 specimen questions, and 562 review questions, total 1,059, in addition to the text matter. Total of 130,000 words. 3rd edition. By mail, $2.65.

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Fireman's Companion and Officers' Hand Book. 172 pages; pocket size. Contains instruction on Organization of Volunteer Departments; Constitution and By-Laws; Maintenance of Interest; Drill; Uniforms; Parades; Ceremonies; Fire Rules; Parliamentary Rules; Tournament Rules; Care of Hose, etc. Cloth, 90 cents, post free; with drill chart, $1.00.

Fire Prevention. 256 pages; illustrated. A valuable book for those whose duty it is to inspect buildings, etc., and report on their condition with respect to the fire hazard. Cloth, $2.00; by mail, $2.15.

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CHIEFS—88-S

Pat. Aug. 27, 1901

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is possible if your apparatus is equipped with
Dayton Airless Tires
Write for interesting booklet which tells of all types of fire apparatus tires.
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eight inches from the floor, and all stoves shall be furnished with a metal ash-pan, to be placed under the door of the said stove.

Sec. XVI.—That no proprietor or proprietors of any house or building in which there shall be one or more chimneys within the said city or liberties shall neglect or fail to have on his, her or their houses or buildings, or aforesaid, one or more ladders, or shall neglect to have all ladders to chimneys fastened thereto with iron hooks, or shall neglect or refuse for eight days after being required by the fire inspector to furnish or repair the same, as the case may be.

Sec. XVII. — That no person or persons shall set fire to any shavings, chips, straw or any other combustible matter for the purpose of consuming the same in any street, square or lane in the said city or liberties, or within any enclosure within fifty feet of any building, or shall carry or keep, or suffer to be carried or kept, any lighted candle or lamp in any livery or other stables within the said city or liberties unless such lamp or candle shall be enclosed in a lantern or shade so as to prevent any accidents from fire therefrom.

Sec. XVIII.—That no person shall smoke or have in his or her possession any lighted cigar in any stable, carpenter or cabinet makers' shops, or other shop or building where straw, shavings or other combustible matter may be, or shall carry fire through any of the streets, squares, lanes or court yards in the said city or liberties, except in some covered vessel or fire pan.

Sec. XIX. — That no person or persons shall place or keep ashes removed from stoves or fireplaces in any wooden box or other wooden vessel, or near any wooden partition, in his, her or their house or houses in the said city or liberties, or in any outhouse or shed, or shall place or permit to be placed any hay, straw or any other combustible material uncovered in his or their court yard, or any lot of ground within 100 feet of any building.

Sec. XX. — That no person or persons shall fire or discharge any gun, fowling piece or fire arms, or shall set fire to any cracker, squib, serpent or other fireworks in any of the streets, lanes or squares of the said city.

Sec. XXI. — It shall be the duty of the fire inspector to cause to be well and effectually swept, from the first day of November to the first day of April, in each and every year, each and every flue or chimney in use in the city once in each six weeks, and for the remainder of the year once in every two months, and he is hereby authorized and empowered to demand and receive the following rate and charges, viz., the sum of fourpence for each and every time he shall cause to be swept any flue in any house or building which does not exceed in height one story; the sum of sixpence for each and every time he shall cause to be swept any flue in any house or building which does not exceed in height two stories above the ground; the sum of sevenpence half-penny for each and every time he shall cause to be swept any flue in any house or building of any greater height, which charge shall be paid by the occupier of every such house, tenement or building.

Sec. XXII. — That no occupier or occupiers of any house, tenement or building shall refuse to let his, her or their chimney or flues be swept in the manner and as often as before provided.

Sec. XXIII. — That in all cases where any chimney shall catch fire within the said city or liberties, either within the time prescribed by this act the regularly sweeping of the same, or in consequence of the same having been not regularly swept, the Fire Inspector shall himself be liable to the same penalty as is prescribed

for the breach of any of the other provisions of this act.

Sec. XXIV. — That it shall be the duty of the Fire Inspector to accompany in person the chimney sweepers in their rounds through the city or liberties, to see they discharge their duty in proper manner and without unnecessary annoyance or trouble to the householders, and it shall be his duty to give to each householder within the city at least one day's notice of the time when he will attend to sweeping the chimneys of such householder.

Sec. XXV.—That it shall be the duty of the Fire Inspector to make a report to the clerk of the common Council on each and every Monday of the year, by 10 o'clock in the forenoon, containing all the infractions of this act, by whom and where committed, and shall prosecute to conviction when practicable such offenders.

Sec. XXVI.—That no person or persons shall refuse after any flue or chimney shall be swept as aforesaid, to pay the rate or charge authorized to be demanded by the Fire Inspector.

Sec. XXVII.—That no person or persons other than the Fire Inspector or Inspectors appointed by the common Council shall sweep or cause to be swept for him, or gain any chimney or flue in the said city or liberties.

Sec. XXVII.—That any person guilty of any of the infractions of the provisions of this act after the 10th section thereof, on conviction before the Mayor or any one or more of the aldermen, shall forfeit and pay at the discretion of the Mayor or alderman or aldermen convicting, a sum of money not exceeding £5, nor less than 2s 6d, and in default of payment of the fine, together with the costs of prosecution, it shall be lawful for the Mayor or alderman convicting to issue his or their warrant to levy the sum by distress and sale of the offender's goods and chattels, and in case of no sufficient distress being found whereof to make the amount of fine and costs, it shall and may be lawful for the Mayor or alderman or aldermen, as aforesaid, to commit the offender or offenders to the common jail of the home district for any period not exceeding 30 days or less than one day.

Another regulation at this time was that in case of fire both bells of St. James' cathedral were to be rung. The keys of the church were kept at W. Atkinson's city buildings, and at the Police Station, West Market place.

In 1846 the Fire Department of Toronto consisted of the following officers, companies and halls: Chief engineer, Robert Beard; assistant engineers, Joseph Wilson and Thomas Miles.

Fire Engine Company No. 1, "York," Henry Welsh, captain; station Fireman's Hall, Church street.

Fire Engine Company No. 2, "Rescue," William Reynolds, captain; station, Fireman's Hall, Church street.

Fire Engine No. 3, "British America," David Paterson, captain; station, Fireman's Hall, Bay street.

Fire Engine No. 4, "Victoria"; A. De Grassi, captain; station, St. Patrick's Market.

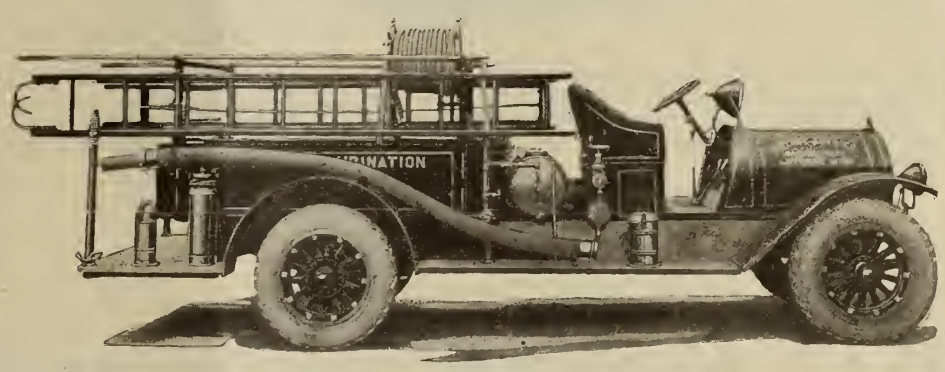
Hook and Ladder Company No. 1, "Toronto"; H. Piper, captain; station, Fireman's Hall, Church street.

Hook and Ladder Company No. 2, "Hercules"; J. Armstrong, captain; station, Fireman's Hall, Bay street.

In December, 1846, Chief Engineer Beard of the Fire Department sent in his resignation, which, after being referred to a select committee, was accepted. At the next meeting of the Council the first and second engineers sent in their resignations, which were also accepted. Mr. James Armstrong was the next chief engineer, but it was not till March, 1847, that Mr. A. De Grassi and Mr. Hiram Piper were

THE LUVERNE
SIX CYLINDER MOTOR FIRE TRUCKS

Model No. 5. CHEMICAL AND HOSE COMBINATION
Model No. 6. TRIPLE COMBINATION 350-500 Gal. Pump
MAXIMUM VALUE MINIMUM PRICE



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A high grade and thoroughly practical TRIPLE COMBINATION suitable for large cities as well as for small towns.

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The pump will draft water from a reservoir or take it from a hydrant and will deliver 350 gallons per minute, at high pressure.

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SOUTHERN FIRE APPARATUS CO., DALLAS, TEX.
Distributors for Southwest

Redondo, Calif. — At recent election fire hall addition and municipal building bond proposition were both lost. Bond for fire apparatus carried.

Northampton, Pa. — Fire truck and ladder truck to be bought.

Scranton, Pa. — Council is considering purchase of three triple combinations and two gasoline tractors for steam fire engines.

Steelton, Pa.—Chief O. E. B. Malehorn recommends purchase of smoke helmets.

The NO-WORRY HOSE

C. C. C. Fire Hose is made from start to finish in the C. C. C. factory, thus insuring dependable hose that every Chief should have. Made in knit or woven, single or double jacket, on your specifications, also on approval list of National Board of Fire Underwriters.

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Capacities based on *Actual Tests* and not on theoretical calculations.

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which operates positively at any pressure without adjustment. Opens quickly - Closes slowly and permits shutting off of discharge without danger to pump or motor.

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Bradley Beach, N. Y. — Commissioners will buy 300 feet of hose.

Calais, Me. — City council appropriated $450 for new fire hose.

Dauphin, Pa. — Chemical engine to be bought.

West Chester, Pa. -- Purchase of 1,000 feet new fire hose authorized.

Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.

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Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

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"ANDERSON" Couplings are Best They are quick acting, can be coupled or uncoupled in one second without requiring wrench key or spanner. Will not leak under any pressure and will not freeze in the coldest weather.

They Save Time When Time Counts

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appointed as first and second assistant engineers of the department.

A by-law was passed in September, 1847, which provided for the issue of debentures for the sum of £1,000 for the use of the Fire Department. This is the first really large appropriation for the use of that department that there is any record of, and, to judge from the number of times it had been asked for, it was very badly needed.

The officers selected by the Council for 1848 were: Mr. Robert Beard, chief engineer; Mr. Thomas Mills, first assistant engineer, and Mr. Edwin Butt, second assistant engineer.

In May, 1849, the chief engineer, and the assistant engineers of the fire department, as well as some of the fire companies, sent in their resignations to the Council, and this led to an entire reorganization of the brigade being resolved upon and carried into effect shortly afterwards. A tax of threepence in the pound was levied to provide funds for the maintenance of a thoroughly efficient and well equipped fire brigade. Late in the same year Mr. Thomas French and twenty-three other members of the old fire brigade; Mr. Jos. Beard and twenty-five others; Mr. James Ashfield and thirty-five others, applied in a body to the Council for permission to become part of the re-organized brigade, which was granted them. The officers chosen for the fire brigade in 1850 were: Mr. Robert Beard, chief engineer; Mr. Edwin Butt, first assistant engineer, and Mr. William Reynolds, second assistant engineer.

In 1850 the fire companies of Toronto and their officers were:

Chief engineer, Robert Beard; first assistant, Edmund Bell; second assistant, William Reynolds; fire warden, James Armstrong.

Fire Engine Company No. 1, "York" — Captain, S. Garside; first lieutenant, John Iredale; secretary, James Davis; treasurer, James Paterson.

Fire Engine Company No. 2, "Toronto" — Captain, A. Ardagh; first lieutenant, W. Martin; second lieutenant, —. Carruthers; secretary, John Roddy; treasurer, James Evans.

Fire Engine Company No. 3, "British America"—Captain H. Sproatt; first lieutenant, C. Rowell; second lieutenant, George Piercy; secretary, John Doel; treasurer, Charles Walker.

Fire Engine Company No. 4, "Victoria" —Captain, Francis French; first lieutenant, Job Baker; second lieutenant, James Beatty; treasurer, G. Simpson.

Hook and Ladder Company No. 1, "Toronto" — Captain, Jos. Bird; first lieutenant, Robert Kirk; second lieutenant, F. Milligan; secretary, John Wallace; treasurer, S. McLean.

Hook and Ladder Company No. 2, "Hercules"—Captain, William Hill; first lieutenant, John Johnson; second lieutenant, Thomas Graham; secretary, Hugh Close; treasurer, W. Lownsborough.

Hose Company No. 1, "Niagara" — Captain, William Stephens; first lieutenant, James Addison; second lieutenant, Robert Lewis; secretary, John Reid; treasurer, W. Morrison.

On the 28th January, 1850, an act was passed to provide for the erection of party walls, and to prevent the erection of buildings dangerous in promoting fires within certain limits. This act provided that:

All buildings within the limits of George street on the east to the centre of York street on the west; from the middle of Adelaide street and Duke street on the north to the bay on the south, are to be divided into five classes. All churches, chapels, distilleries, breweries, foundries, furnaces, etc., of any dimensions, and dwelling houses, warehouses, etc., of four stories high above ground, or forty feet in height, to be

eemed of the first class; dwelling houses, tc., of three stories, or thirty-five feet in eight, to be of the second class; dwelling ouses of two stories, or twenty-two feet n height, to be of the third class; dwelling houses of one story, or sixteen feet in eight, to be of the fourth class; dwelling ouses or offices and stables belonging hereto, and at a distance of six feet from ny public road, and detached from other uildings not in the same possession, at east thirty-five feet, to be deemed a first-lass building, and can be built of any dimensions or material whatever.

The external or party walls of the first our classes of building are to be of certain egree of thickness, varying from eighteen o thirty-five inches and upwards.

Shop windows or fronts not to project nore than six inches from the wall of the uilding.

Cranes or hoisting jibs to be wholly constructed of iron or other incombustible naterial.

No covered gallery or verandah constructed of wood or other combustible material to be erected in connection with uildings of the first or second class, or vith any other than the ground floor thereof, unless as a communication from one to nother stock of buildings, with its ends nly abutting on said buildings.

Buildings of the first, second and third lass, being erected on the line of any public street or way, or within seven feet of uch, to be properly enclosed, and a pathvay of sufficient width laid for the convenence of the public outside such enclosure.

The Common Council to appoint a city urveyor (Mr. J. S. Howard was the first ppointed) to oversee the erection of all uildings within the above described limts, and to enforce the provisions of the ct regarding them, and to be entitled to lemand and receive from the owner of the uilding built, altered or reconstructed the ollowing fees: For every first-rate building, twenty-five shillings; every addition or lteration, seven shillings and sixpence; very second-rate, twenty shillings; every lteration or addition, six shillings and hreepence; every third-rate, fifteen shillngs; every addition or alteration, five shillngs; every fourth-rate, twelve shillings nd sixpence; every alteration or addition, ive shillings; every fifth rate, ten shillngs; every alteration or addition, five hillings.

No iron foundries, blacksmith shops or team engines to be set up or worked vithin any of the aforesaid limits, without eave of the Common council, by resolution hereof.

Without permission of the Council no person to establish or carry on any manufactory of varnish, fireworks, or any manufactory dangerous or causing or promoting ire.

Steamers, when at any of the docks or vharves, in front of the city, to have a top or screen attached to the chimneys to prevent the escape of sparks.

No person to have or keep a larger quantity than twenty-eight pounds of gunpowder in one place longer than forty-eight hours, except in a powder magazine approved of by the Common Council, said twenty-eight pounds to be put in stone jars or tin canisters of seven pounds each.

The City Surveyor, when directed by the Mayor or any alderman, is to examine all ire-places, hearths, ovens, boilers, furnaces, stoves, stovepipes, or other places where ires are made or kept or where ashes are kept, and report thereon to the Mayor or presiding aldermen, and, under their direction, if the same be dangerous, to notify he owner, occupier or party under the uilding where such danger is apprehended, to discontinue or remove such fire or ashes.

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When you buy "Gibraltar" Uniform Trousers for less than "other kinds" and they wear you longer, look better and give you more satisfaction we are assured of your future business and good will; and, you have practiced true economy and used good judgement.

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Uniforms & Supplies
Indianapolis.

A movement is under way to have Holyoke, Mass., follow the action of a number of local concerns and provide group insurance for firemen. One argument for the plan is that it will do away with the practise of going to the Legislature each year to permit the city to pay certain sums to the families of firemen who died during the preceding year.

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LATEST IMPROVED U. S. TYPE GAS MASKS
[Single and Double Canisters]
Endorsed by over three hundred Fire Departments and Corporations.
Send for prices and full details covering these Masks for all purposes
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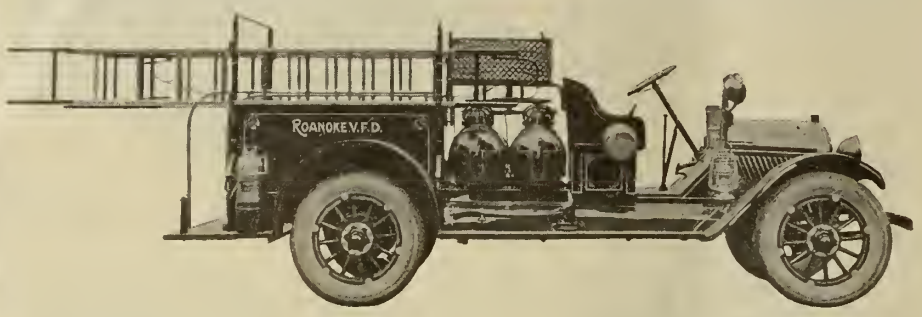

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The Best for Truck Use and General Fire Signals. Write Now for particulars.
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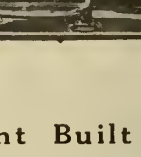

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Sole distributors for United States and Canada

"Certainty of Movement"
GUARANTEED ON
COUPLE GEAR
ONE MAN LADDER HOIST
Couple Gear Freight Wheel Co.
435 Buchanan Ave., Grand Rapids, Mich.

Other provisions of this act relate to party walls, the construction of chimneys, window sills, eave troughs, cornices and roofs.

While the volunteer fire laddies, with their high regard for the responsible sense of good citizenship in freely giving their time and services for the protection of property and life, were drafting regulations for their own governance and for the safety of buildings, the city fathers were moulding history in many chapters of the early features of Toronto's fire-fighting army.

In 1851 Mr. James Astfield was appointed chief engineer of the Toronto Fire Brigade, in place of Mr. Robert Beard, who had resigned. Mr. Ashfield joined the brigade in 1839, was appointed captain of a company in 1846, and had proved himself to be a very able and efficient officer. Mr. John Carr was appointed first assistant engineer, and Mr. Noah R. Leonard second assistant engineer of the brigade at the same time.

The Council of 1852 retained Mr. Ashfield as chief of the fire brigade, and appointed Mr. William Fleming first assistant engineer, and Samuel McLean second assistant engineer of the Toronto Fire Brigade.

Mr. Arthur Ardagh was appointed second assitant engineer of the fire brigade in 1853. The chief engineer was not changed.

About 1853 a piano engine was obtained for No. 2 and named the Rescue. The "piano" was so called because it somewhat resembled the box of a piano, with two bars or brakes at the sides. The "fore and aft" machine, of which, at a later period, there were specimens in town, differed from the "piano," in that the brakes were at the end instead of the sides. Like No. 2 Company, No. 1 at first had a "goose neck" machine, and later a "piano."

No. 1 company was afterwards located in a brick building, on Court street, erected in 1846, the upper portion of which was devoted to the Mechanics' Institute with its library, and a hall for public meetings. The lower portion was divided into three halls, one to the west for No. 1 company, the centre hall for No. 2, and the eastern hall for the hook and ladder company. No. 2 company occupied the Court street hall up to about 1859-60.

Of Company No. 2, Alexander Jacques says: "Somehow this company (No. 2) were unable to find a love-spot in the chief engineer's heart, and whilst other companies had only to ask and their wants were supplied, No. 2 never got even a hearing. In this state of affairs we had a friend, Mr. Frank Howard, the manager of the Royal Insurance Company, who ever stood by the boys of No. 2. For some years the city paid prize money, as also the admission fee, $5, and the profits of excursions to Rochester and Buffalo were husbanded. In 1859 an order was given to Cowan & Son, engine builders, of Seneca Falls, N. Y., for a first-class folding breaking piano machine to throw three streams, a reel and 500 feet of hose. In due time the machine was built, and in her construction the Cowans had elaborated, as it was their first in this market, and they were desirous of getting more orders. A house was secured on the east side of Yonge, directly opposite Elm street. Double doors were put in, wash-rooms, boot-rooms, bunks for twelve men and a neatly furnished reading-room were fitted up. This latter was a popular resort for many of our friends, who resided in that then rural part of Toronto. Here such men as "Yorkshire" Smith, and men of that ilk, would spend a social hour reading, smoking and enjoying a game of draughts, backgammon and whist.

(To be continued)

June Shipments

Twenty-eight pieces of apparatus were shipped by American-LaFrance Fire Engine Co., during June.

Type 75 Pumping Engines to Miami Beach, Fla., Racine, Wis., Clarksburg, W. Va., Salisbury, N. C., Hudson, N. Y., Ferndale, Mich., Struthers, Ohio, Grand Rapids, Wis., Rapid City, S. D., Millinocket, Me., two to Elkhart, Ind., and three to New York Office.

Type 12 Pumping Engines to Clarksburg, W. Va., Orangeburg, S. C., E. Conomaugh, Pa., Chicago Office, and two to Sioux City, Iowa.

Type 40 Pumping Engines to Marianna, Fla., Cardington, Pa., and Tokyo, Japan.

A type 14-4 Service Truck to Cambridge, Mass.

Type 31-6, 85 ft. Aerial Trucks to Wilkes Barre, Pa., and Buffalo, N. Y.

A type 14-4 Combination Car to Providence, R. I.

A type 38 Pumping Engine to Central Islip State Hospital, Central Islip, N. Y.

A type 17-6, 75 ft. Aerial Truck to Watertown, N. Y.

A type 39 Pumping Engine to Oconomowoc, Wis.

A type 40 Combination with Junior Pump to Leonia, N. J.

A type 14-6 Combination Car to Dallas, Texas.

Two type 75 Combination Cars to Boston, Mass.

Brockways

A type B-4 Combination Car to Bethlehem, N. H.

Improved Caps

P. Goldmann, Inc. are now furnishing the New York police department with caps equipped with what is described as a nonbreakable visor. The police department severely tested the caps before accepting them and the manufacturers propose to use the new visor on all caps manufactured by them.

A Lynn Association

The Relief Association of the Lynn fire department, under whose auspices the decorating of the firemen's graves takes place, organized Feb. 27, 1872, and for several years was kept on its feet by the contributions of citizens whose property had been endangered by fire and who took that method of showing that the good work of the firefighters was appreciated.

Annually, fairs were held and these brought in many dollars which were needed very much at that time.

The association was incorporated in 1886 and reincorporated in 1901, and from that time to this their treasury has been in a healthy condition, ready at all times to come to the rescue of any fireman who was injured while going to, working at, or returning from a fire, and this $10 a week and $1 for each child has worked in very handy every week that the fireman has been off duty.

During the long life of the association there have been only two treasurers, Chief Charles H. Downing, who held this office until the day he died, and Chief Edward E. Chase, now in that office.

Secretary B Frank Moody has been a member of the association since 1874, and the clerical work that he performs in a year entitles him to many thanks of the firemen.

The oldest man on the life membership is Alonzo Alley, who was made a member in 1874, and the last man to receive a life membership was Police Inspector Roger Dwyer, in 1907, and both are alive.—Lynn, Mass., News.

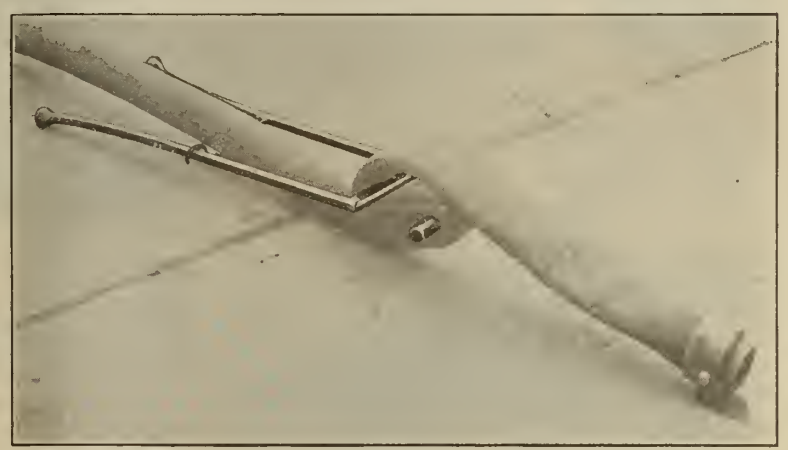
Millington, Md. — Fire engine and more hose may be purchased.

IF YOU'RE LOOKING FOR QUANTITY YOU DON'T WANT / QUALITY YOU DO WANT CHIEF

A TOOL MADE FROM HIGH GRADE ELECTRIC STEEL

CHIEF HOSE CLAMP

Saves time and worry. Avoids accidents. Can be carried in belt as easily as an axe. Never fails to work.



AGENTS WANTED

THIRTY DAYS FREE TRIAL AT OUR EXPENSE

WALTER F. CORBIN

617 Front Avenue, N. W.
GRAND RAPIDS, MICHIGAN

Larkin Shut-Off Nozzles

More Than 10,000 in Service Giving Satisfaction in 2,000 Fire Departments

They're Best That's Why

Any nozzle that allows water to escape from the hose, is often considered "good enough." Larkin Nozzles are properly constructed. They're made of the best possible material and are tested to 250 pounds pressure before leaving the factory. Easy to keep tight because of their correct construction. They will positively give an efficient stream until entirely worn out.

Buy Larkin Nozzles and specify them on new apparatus. You will receive Shut-off nozzles that are known and guaranteed to be the most efficient and best constructed nozzles made.

Let Larkin Nozzles solve your nozzle troubles. Send for descriptive circular.

LARKIN MFG. CO.
DAYTON OHIO

Fire Dept. Supplies of Every Description

Port Washington, Wis. — The Common Council has decided to purchase a modern fire truck and engine combined. A meeting was held recently for the purpose of ascertaining the sentiment of the taxpayers on the question of purchasing the above apparatus and while only a small number were present, the sentiment was unanimous in favor of procuring the most modern outfit that can be had.

Harding Uniforms

Caps
Insignia
Badges
Uniforms
Rubber Coats

Harding Uniform Co.
22 School St. Boston, Mass.

FOR 79 YEARS MAKERS OF

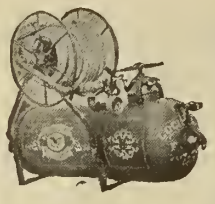
Firemen's Equipment
FOR
PARADE AND SERVICE

Leather and Aluminum Hats
Caps, Belts, Shirts, Badges, Rubber Coats and Boots, Etc.

Catalogue on Request

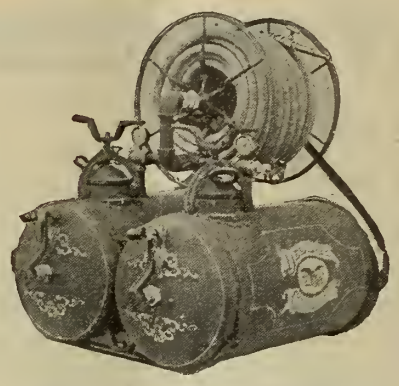
TRADE MARK

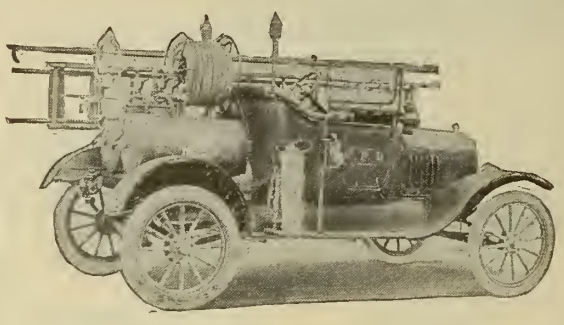
CAIRNS & BRO.
Broome and Lafayette Sts
NEW YORK



"DELUGE"

equipment superiorities. **Chemical tanks complete** with hose reel and hose, to your order on your specifications, also manufacturers of the complete "Deluge" line of Chemical Fire Engines.





MOTOR FIRE APPARATUS, HOOK AND LADDER TRUCKS, HOSE REELS, LADDERS. If in the market write for our low prices on your equipment supplies.

The Prospect Mfg. Co.
Prospect, Ohio

THE MOST POPULAR BADGE IN AMERICA

Send for our free Catalog

Our No. 489 F

Nickel -	$0.65	Gold Plate -	$0.98
Silver -	3.75	Rolled Plate -	4.55

All qualities except nickel are subject to the 5 per cent war tax. There is no tax on nickel.

THE C. G. BRAXMAR CO.
Manufacturers of Badges of Every Description.
10 MAIDEN LANE NEW YORK CITY

Nogales, Ariz. — Nogales fire department is considering the installation of new fire apparatus.

Making Good Uniforms

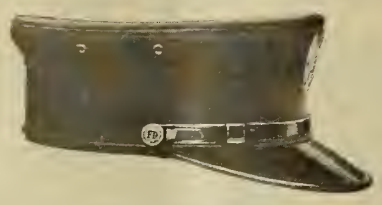
FOR 22 YEARS

In these days of rapidly rising prices there is an unusual degree of satisfaction in being able to offer QUALITY UNIFORMS at price pretty close to the old figures. Write for Catalog and Samples of Cloth; you will be pleased with our low, reasonable prices. "Satisfaction, fit and workmanship guaranteed."

Manufacturers of Uniforms and Equipments Exclusively since 1898.

R. W. Stockley & Co.
Walnut and 8th Sts.,
Philadelphia, Pa.

FIREMEN'S CAPS



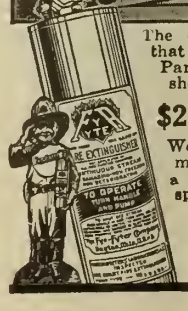
This "Superior Quality" Cap is a very popular style.

A Summer Cap
Made of White Leatherette.
Can always be kept clean.
Send for Firemen's Uniform Catalog.

THE HENDERSON-AMES CO.
KALAMAZOO, MICH.

Artisia, Calif. — Question of purchasing fire engine and full fire fighting equipment being agitated for this district by business men.

Fyr-Fyter NEVER FAILS



The only one-quart extinguisher that has the advantages of being Panic-Proof, easy to aim and shoots continuous stream.

$25 to $50 a Week

We offer a proposition to firemen that will add $25 to $50 a week to your income for your spare time. Write for details.

THE FYR FYTER CO.
Dayton, Ohio, U. S. A.

An Efficient Department

From a volunteer department of several men and a hose reel organized in 1893, the Grosse Pointe Farms Fire Department of Michigan has grown to an organization of sixteen men with apparatus of the latest and best type obtainable.

The department remained a volunteer one until January 1, 1913. At present, it consists of nine paid men and seven call men. Since January 1, 1919 it has been divorced from the police department and placed under the direction of Capt. George F. Dansbury.

The equipment consists of a 750-gallon Seagrave pumper carrying a 26-foot side ladder, a 15-foot roof ladder, and considerable other minor up-to-date equipment. There is also a White combination chemical and hose cart also carrying minor equipment.

The department also carries on hand 5,000 feet of standard 2½-inch hose, which is tested regularly. Several extra 30 to 40 foot ladders are also carried on hand for any emergency. The men are supplied with two pair of boots, one rubber coat and a helmet. Uniforms are purchased by themselves.

The salaries paid to the department men at present are as follows: Captain, $2,600 per year; lieutenant, $2,400 per year; privates. at the rate of $1,900 for first three months, $2,000 for the next nine months, after which they are paid at the rate of $2,160 per year.

Call men are paid at the rate of $1 per hour when called upon to serve. The men work on the 24-hour period with 3 hours off for meals. They have every fifth day off, and receive 10 days' vacation every six months. The men receive free medical attention. The Village Trustees are now considering the adoption of a pension fund.

The assessed valuation of the village is $12,000,000. It has a population, 1920, of 2,000. There were 24 fire calls turned in during the year 1919. The fire loss amounted to $5,570, while the property involved was $500,000.

The committee of trustees in charge of the fire department consists of John LaBelle, chairman; Waldo Avery, and Harry T. Cole.

Snow Removal in Denver

The big snow in Denver on April 17 broke all Denver records as a heavy snow storm and also as to the time in which it was removed. The unusual speed of removing is attributed to the complete cooperation between all bureaus of the Department of Improvements and Parks.

All highway trucks and teams, as well as the Park Department outfit, were used, including a number of trucks recently received from the Federal Government through the State Highway Commission and a number of heavy trucks borrowed from local construction companies. In addition to twenty motor trucks, a caterpillar engine was used. Street car lines were tied up on Saturday and the mayor ordered the downtown streets closed on Sunday to facilitate the work, and by Monday morning the snow no longer interfered with the daily industrial life of the city.

"A Pleasure Excursion"

Chiefs are doing themselves and the whole fire service great injury by not doing in their conventions and meetings what they should do for the service. A convention to them has during the last few years become a pleasure excursion principally, at no cost to themselves, in most instances. It was different some years ago when chiefs were different than some of those are now. — Firemen's Standard.

"Underwriters Convention"

Why does the chiefs association have to ait for underwriters to present fire serv-e matters before its convention will con-ider them? — Firemen's Standard.

"Outside Influence"

One of the questions the chiefs associa-ion should leave alone is that of salaries. t is not probable that any municipality in he country will allow any chief to fix his wn salary through an association of hich he is a member or a chiefs organi-ation of which he is not a member. Cities nd towns always have and probably al-ays will establish the salaries of all their fficials without outside influence or inter-erence. For the chiefs association to es-ablish salaries for chiefs is to interfere ith the rights of municipalities which they ill not tolerate, and it will not at all enefit the chiefs organization and conven-ion to consider such a matter.—Firemen's tandard.

New-Old Fire Bell

A bell fifty years old has been placed in he tower of the Wallington municipal uilding, near Passaic, N. J., and will here-fter be used as the fire signal. It is plan-ed to have all the volunteer firemen in ergen County in attendance when the bell s placed formally in service. It was man-factured for the New York Steam Fire ngine Co. which operated in Passaic from 871 to 1875. Later it was bought by the ew York Belting & Packing Co. The ompany, which is a branch of the United tates Rubber Co., presented it to Wal-ington.

"The Pig Must Go"

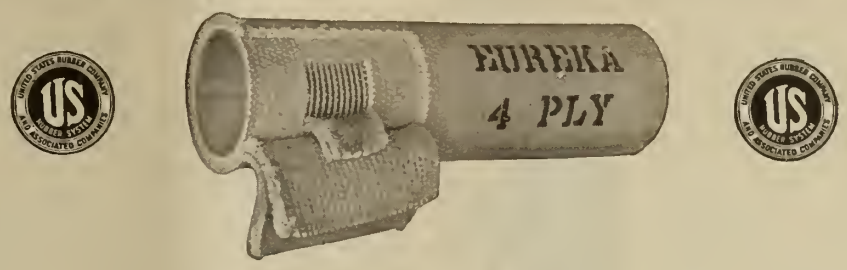
The State Department of Health of Ohio, n its official publication, has registered an mphatic protest against the relaxation of he regulations which most communities ave adopted preventing the keeping of ogs in towns. It considers the average ig pen as an unexcelled breeder of flies, hich flies are carriers of typhoid fever nd of other intestinal disorders. More-ver, the existence of filthy pig pens can-ot be expected to have any effect other han damaging upon a community's sani-ary standards.

Commenting upon this, the Division of Health of Toledo reports that 256 pigs ere either slaughtered or removed from hat city during 1919 through the activi-ies of the Bureau of Sanitation and as-erts that "the pig must go from Toledo."

In this connection it says: "Another al-nost equally as bad nuisance as the pig is he raising of ducks and geese in the city, hich was countenanced as a war measure n 1917-1918, since which time they have ncreased in great numbers, many people sing them as a means of disposing of heirs and their neighbors' garbage. hrough the effort of our inspectors this ear, 442 were disposed of. The fight gainst the ducks and geese, as with the og, will be carried on with greater deter-nination in 1920."

"The Usual Good Time"

Chiefs conventions are now practically nderwriters' conventions. Underwriters argely influence their proceedings, conduct heir tests of apparatus, and most of their loings are along lines which mostly bene-it underwriters and others who are com-nercially interested. The arrangements or the chiefs convention this year so far as made indicate that it will be but little lse with the usual good time program for hiefs to keep them away from its import-nt business sessions. — Firemen's Stand-rd.



EUREKA FIRE HOSE

For over 40 years Eureka Fire Hose has stood for the utmost in hose dependability. "Anything less than the best in fire hose is a losing investment."

United States Rubber Company

EUREKA FIRE HOSE DEPARTMENT

WORCESTER FIRE ALARM SIGNALS

Are heard above the din of the workshop and the rattle of the streets.

The distinctive tone penetrates a great distance, but is in no way piercing or unpleasant.

Among the four sizes there is one that exactly meets the needs of your town.

Operated in conjunction with electrical alarm installations, or by steam.

INVESTIGATE THE WORCESTER ALARM SIGNALS

Union Water Meter Company

19 Hermon Street, Worcester, Mass.

East Providence, R. I. — At recent fire department had not sufficient hose to lay a line more than 300 yards from the fire.

Fayetteville, W. Va. — Lack of fire apparatus has caused destruction of the principal business block.

FIRE COLLEGE EXTENSION COURSE AND SUPPLEMENT TO FIRE DEPT. PROMOTION EXAMINATION INSTRUCTION

By Acting Deputy Chief James W. Heffernan, N. Y. F. D. Illustrations by Fredk. Lehman, N. Y. F. D. Engineer. Contains the official New York Fire College questions and answers in the course given to assist Firemen to pass the civil service examination for promotion to Lieutenant (65 ques. and ans.). It also contains the following Supplement to "Fire Dept. Promotion Examination Instruction": N. Y. Fire College Company School Evolutions, revised to Sept. 1, 1919, with all evolutions described and fully illustrated by drawings. Drawings of every tool in use in the New York Fire Dept. Answers to most recent N. Y. City examination questions for Deputy Chief, Battalion Chief and Captain (3 sets for Captain), (with drawings), by Acting Deputy Chief James W. Heffernan, who in examinations for four different ranks always made the highest mental averages. Answers to most recent set of examination questions for Lieutenant, by Deputy Chief George J. Kuss. Most recent examination questions for Asst. Chief, Deputy Chief, Battalion Chief, Captain and Lieutenant in Newark, N. J., Philadelphia, San Francisco, Seattle, Chicago and Milwaukee. About 250 pages, 7 x 10, and about 200,000 words. Contains over 150 illustrations never before published. This book does not duplicate any of the contents of "Fire Dept. Promotion Examination Instruction," but adds everything worth while adding since that book was published in 1916. Paper, $4.00; mail, $4.25.

FIRE SERVICE : : : 225 Fifth Avenue, New York

Wear Henderson Uniforms

The most distinctive, classy and attractive made. If your Company needs New Uniforms and you want the kind that will give you satisfactory service write us for Catalogue illustrating the popular styles of Uniforms and Equipments and our Sample Cloths.

The Fabrics used are the highest standard of quality, absolutely all wool. Prices are lower than other Manufacturers will quote if based on the superior Outfits we make.

Prices furnished on Application.

HENDERSON & COMPANY
Eleventh and Race Sts., Philadelphia, Pa.

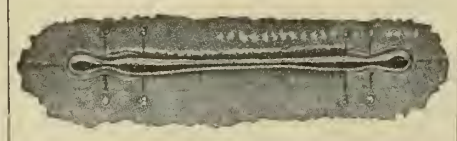
Bi-Lateral FIRE HOSE

Is 200% Better
Is 300% Cheaper

Than any other make, brand, kind or style of Fire Hose heretofore produced, regardless of price.

This statement is based on applied knowledge. We ask for a chance to prove it.

When in the market write us for samples and prices.



Bi-Lateral Fire Hose Company
326 W. Madison St. Chicago, Ill.

Monticello, N. Y. — Movement under way for bond issue of $10,000 for fire apparatus.

Signal TubTest COPYRIGHTED
FIREMEN'S SHIRTS
WASH-PROOF AND WEAR-PROOF
Hilker-Wiechers Mfg. Co.
Dept. MI241 Mound Ave., Racine, Wis.

FIRES BURNING FOR YEARS

New Plan to Extinguish Age-Old Flames in Pennsylvania

Joseph J. Walsh, of Wilkes-Barre, Pa., inspector of the fourteenth anthracite district, and highly regarded as an authority on mine ventilation, has prepared an article on quenching mine fires which appeared in a recent issue of The Coal Industry, and which Mr. Walsh believes applie particularly to such a condition as exists in Carbondale, Pa., where a mine fire has been raging for years and where all efforts to extinguish the flames have been defeated.

Mr. Walsh proposes the use of inert gas to combat the flames which he describes fully in the text of his article, as follows:

The method most suitable for extinguishing a mine fire is controlled largely by the location of the fire and various other conditions connected therewith.

The methods commonly practiced in fighting a mine fire, are: First, the direct method, in which water or some prepared chemical is used.

Second, the flooding method. In this case the mine, or that portion in which the fire exists, is filled with water.

Third, the sealing method. By means of this system advantage is taken of a condition created by the fire itself; namely, the inert gases produced by combustion are imprisoned in the fire area by means of stoppings erected around the affected section. All of which methods are practicable and efficient when applied to a fire condition that is suitable to the particular system.

There are conditions surrounaing the location of a mine fire, as a result of which, the methods commonly practiced in extinguishing fires have failed; such conditions may be found in crop fires, where it is practically impossible to exclude fresh air from the burning section, because of the broken strata, and the closeness of the fire to the surface. Fires located in an inaccessible part of a mine furnishes another sample of a condition that is difficult to overcome by the application of the commonly practiced methods.

In all such cases fresh air, to a greater or less extent, will enter the fire area, and the products of combustion will leave it through the cracks and crevices.

Several such fires now exist in the anthracite region, namely: those at Plymouth, Carbondale, Raven Run and Summit Hill. By the application of the inert gas method, the conditions that make it difficult to extinguish these fires by means of sealing, may be used to advantage.

The inert gases used for the purpose of extinguishing a mine fire are chiefly carbon dioxide and nitrogen, in other words they are the gases remaining after the oxygen is removed from the air as a result of combustion, and are produced by the burning of coal.

The arrangement consists of an ordinary boiler furnace. The gases produced by combustion are conducted through cooling tubes, immersed in water, thence to a fan, by means of which, they are forced into an airway leading into the mine, in which airway the gases may be further cooled by means of water sprays, if found necessary.

The volume of gas required for any particular fire will depend upon the area of the openings or crevices leading from the fire section, and which cannot be closed. However, a condition requiring more than 10,000 cubic feet of gas per minute would be very unusual.

The chief advantage claimed for this method is found in the fact that gas can be forced into the fire zone in sufficient volume to create a pressure within that zone, greater than that existing on the outside of the walls, as a result of which there will be no fresh air trouble from this source. The increased pressure will further act in preventing air entering the mine from the surface through the broken strata.

With a pressure condition such as described, fresh air cannot enter the fire section, and the gas introduced for the purpose of extinguishing the fire will have free access to all parts of the enclosed area. It is deemed important that the gas should be kept flowing over the fire continually, since otherwise air would gain access before the work of extinguishing the fire had been accomplished. To be successful, cooling must be continued long enough to preclude all danger of ignition after fresh air is admitted for the purpose of reclaiming the mine.

As the size of the plant will be controlled by the volume of gas required each minute, it is assumed, in order that we have a concrete problem before us, that 5,000 cubic feet of gas will be required per minute.

One square foot of fire grate will consume about 20 pounds of coal each hour, and as the weight of the gases produced by the combustion of one pound of coal, with a 20 per cent excess air supply, which is allowable, will be 13.8 pounds, the weight of the gas manufactured each minute by a fire grate of one square foot will be 4.6 pounds, of 57 cubic feet, therefore, in order to manufacture 5,000 cubic feet of gas per minute it will require about 88 square feet of fire grate.

The coal fired per hour in the manufacture of this gas, after making a 30 per cent allowance for loss in the ash, will amount to about 2,288 pounds. From this a plant of any desired size can be determined by simply multiplying this unit grate.

When manufacturing gas for the purpose of extinguishing a mine fire it is important that the oxygen content of the products of combustion should not exceed 4 to 5 per cent. To guard against air spaces in the fuel bed, a fine grade coal should be used, and the excess air supply should not greatly exceed 20 per cent.

Note — The plan outlined above was prepared by anthracite mine inspectors Corgan, Kittle and Walsh, for the purpose of extinguishing the mine fire at the Chauncy Colliery of the George F. Lee Coal Co., Plymouth.

"Drug on the Market"

After several days of advertising for the sale of Engine 1 of the fire department of Portsmouth, N. H., not a bid was received for the machine intact.

Now she is going for junk and is in the hands of the men at the Central Station who are taking her apart and segregating the various kinds of metal from which the city will probably realize enough money to pay for a few windows in the new station. The wheels of the engine and pumping apparatus are the only attachments said to be of any value.

The days of motor fire fighting apparatus have practically made old steam fire engines a drug on the market and the country is full of them. An engine in another city recently sold for $150, which was good for many years service.

Milwaukee, Wis. — Chief Clancy urges complete motorization.

FIRE SERVICE

FIRST FOURTH OFF IN 25 YEARS

How Two Platoons Enabled "Red" Wolfe to Enjoy "Day We Celebrate"

The Times of Altoona, Pa., said July 6:

His first July 4th at leisure in twenty-e years. That was what "Red," W. L. olfe, captain of Truck A, at No. 1 fire ation, had yesterday, and he insisted that was greatly enjoyed, as it was possible take his family to the park for a "va-ion."

It was May 1, 1895 that he joined the Altoona fire department and since then was on duty over every Independence Day. It was always a rule in the department not to permit any men off duty that day because of the possible damage from fire works.

With the two-platoon system now in effect, it gives half of the men off in daylight every so often. It happened that this year "Red" was off duty on July 4 and yesterday he properly celebrated.

PLATOONS REACH AUSTRALIA

Melbourne, Greatest City of Antipodes, Adopts the New System

Mark down another foreign country into ich the great two-platoon movement for reform of the fire service has now netrated. This time it is the continent Australia, and Melbourne, its greatest y, is the 361st city to introduce the new stem into its fire department.

In our pages recently in recording the dition of new cities to the two-platoon umn we noticed the introduction of the w system into two new countries, Ire-d and Egypt. Dublin and Cairo now have toons in their fire departments.

The great London fire brigade went on two-platoon basis June 28 of this year d a dozen or more cities in England also ve it. It is in full operation in every fire department in Italy and likewise in Canada.

From the small beginning at Omaha, Neb., two platoons has thus become a world movement, sweeping one country after another and advancing the entire fire service onto a plane of progress it never had attained before.

The probabilities now are that it will quickly spread into every city of Australia and New Zealand. It swept the whole of Canada in about a year.

Yet strange to say there are many large cities in the United States, the country where the system originated, which are still operated on the old and obsolete system of continuous service.

ANOTHER CUSTOM GONE

Hospitality on "Night Before the Fourth" Abolished as Result of Two Platoons

The Lynn, Mass., News says:

The first Fourth since the adoption of two-platoon by this city has shown at open houses and the day and night emen have been divorced.

The good old days of having a bountiful read and music on the night before the urth are now only pleasant reminders what has been.

The only houses in the department ere there was any elaborate signs of tertainment were at the house of Chemi-4, on Lewis street, and at the house of emical 3, on Tower Hill, Boston street.

Capt. Miner Ballard, of Chemical 4, and his band of huskies made it very pleasant for all who walked in any of the doors of the house, and they were all open to their friends. The same can be said at the house of Chemical 3, where Capt. Hutchinson stood ready to extend the hand of welcome to neighbors and friends from all over the city. If there was any fire station in the city that had anything on Chemical 3, one would have to take a run around several blocks and try and tell the members of this company about it.

The only thing that can be said is that Lynn got along without the old hand engines, the call men and the horses, and it can get along without the open houses.

DEFENDS "CONVICT SYSTEM"

Firemanic Writer Wants Continuous Service to Get a "Respectable" Burial

Mr. H. H. Easterbrook writes in Fire-n's Standard:

The chief of a large fire department ich was granted the two-platoon system t month evidently lost his head over it. a letter to a newspaper he refers to the system as a "convict system."

Thousands of firemen have worked un-the old system for over half a century and many are still doing so. Most of them have never considered themselves convicts nor as working under a "convict system."

The old system was considered the proper one in its time as much so as is the new two-platoon system at this time, and the system which will succeed the two-platoon in the future will be considered the proper one for that time.

They all served their purpose for their time and generation. Neither the old, the present and probably the future system never was or will in any sense be a convict system. It is a gross injustice to refer to any fire service system as a convict system.

The old system produced many of the ablest and best known chiefs and firemen of history. Most firemen of the present time were made what they are as firemen by that system.

The chief who slanders it as a convict system probably owes his present position to it and has benefited by it for many years. He now in effect condemns the bridge that carried him safely across the fire service career into the highest position he can hold as a fireman. Gratitude apparently is not one of his strong points.

Gratitude for what the old system has done entitles it to now receive what is its due and not be unjustly classed as a convict system.

It is entitled to a respectable burial at its end. Thousands of firemen have enjoyed its blessings and have been greatly benefited by it.

Nothing can be accomplished for the new system among intelligent people by villifying and misrepresenting the old.

Roosevelt to Buy

Freeport, N. Y., July 12, 1920.

Fire Service,
New York.

Gentlemen — Enclosed find my subscription to Fire Service for one year.

Will you kindly insert the following in one of your early issues:

"Roosevelt, N. Y. — The fire department contemplates purchasing two pieces of motor apparatus." Yours respectfully,

John L. Hinrichs,
308 N. Main St.

In the Market

A society in Venezuela desires to purchase a motor pumping engine with which to extinguish fires in buildings of 3 stories; 1,000 feet 2-inch cotton hose; a trailer ladder truck, with ladders; 2 smoke masks, and one dozen helmets and slickers. Detailed information may be secured by inquiring regarding Foreign Trade Opportunity 33271 of Bureau of Foreign and Domestic Commerce, Washington, D. C.

New Office

United States Rubber Company, Eureka Fire Hose Department, has opened an office in Seattle, Washington, which office will handle the states of Washington, Oregon, northern California and northern Idaho, under the direction of S. P. Blanc, Western Manager.

Dancing on the Green

Members of the Phoenix and Pioneer Engine companies, Norwalk, Conn., met with the carnival committee and made arrangements for the fair and bazaar which is to be held on the Green in East avenue.

It was decided that a dancing platform, 50 by 50 feet, be erected for the affair and an orchestra be secured to furnish music for dancing every evening. It was also voted unanimously that the companies have up-to-the-minute vaudeville for the occasion, a change in the vaudeville being made the middle of the week, in order to give two different shows with a three-night run for each.

DEATH OF CHIEF HORTON

Strongly Opposed, Though Injured, the Dynamiting of Buildings During Baltimore's Great Fire

George W. Horton, veteran fire fighter, for 50 years a member of the Baltimore City Fire Department and for many years its chief engineer, died June 21 at his home, 2502 North Calvert street, Baltimore. His only survivor, his daughter, Miss May Gertrude Horton, was with him at the end.

Chief Horton had been ill for about a year, but not until a few weeks ago did his condition become serious. His death came as a surprise to his many friends and acquaintances.

In point of service Chief Horton probably had a record that is equaled by few chiefs in the country. He had in his long career seen the fighting of fires develop from a haphazard volunteer task to a business based on scientific principles; he took part in the fight against every notable fire for nearly half a century; he added much time, labor and life-saving devices to the department's equipment, and, most remarkable of all, he passed from the lowest rung of the ladder to the top without having been even once reprimanded or given a demerit.

Chief Horton's connection with the Baltimore Fire Department began when he was only 16 years of age. He was born in Baltimore on June 14, 1846, and it was on March 2, 1862, that he became a ladderman with No. 1 Truck Co., which is now located on Gay street, south of Baltimore street.

His first service was not as a "regular," but as one of the "call" men, who continued in other employment, but responded when alarms of fire were sounded.

Chief Horton received his early education at Public School No. 9, which was located at the corner of Calvert and Saratoga streets. When quite young he was apprenticed to the trade of carriage building. He did not like this work and later secured employment at a wire goods manufacturing plant. It did not take him long to master this sort of work and not long afterward established himself in a similar business in East Baltimore.

Chief Horton saw the city grow from a provincial town to a big municipality. He kept abreast of the times, adding companies and equipment to the department as the city grew in size and population.

Many times during his long career was Chief Horton injured, several times seriously. He saved many lives. The records of the fire department tell of many heroic deeds of the brave fireman.

On one occasion, when the Susquehanna House, at the corner of Franklin and Calvert streets, was afire, he carried a woman weighing 143 pounds down a ladder from the fourth floor of the hostelry. At that time he weighed but 123 pounds.

Early in the great conflagration of 1904 he met with the most serious accident of his career up to that time. He was struck and shocked by a live electric wire while directing the fire fighters and was so badly hurt that he had to be removed to his quarters, where he remained for over 24 hours.

But even while lying abed the Chief followed the course of the fire closely. It was his opposition, for instance, that prevented the wholesale dynamiting of buildings in the business district.

He was never a believer in the use of dynamite at fires, and he protested so vigorously against its use during the conflagration that the plans for the wholesale use of the explosive were abandoned.

It was Chief Horton who decided to call on other cities for aid in fighting the big fire. Within the first 30 minutes after the explosion in the Hurst building, where the fire started, he made up his mind that the Baltimore department with its 24 engines, could not cope with the great fire, and he had messages sent to Philadelphia, Washington, New York and other nearby cities asking for aid.

It is considered a high compliment to his professional standing that these requests for aid were promptly granted, the heads of departments in other cities recognizing that he would not have appealed unless help really was needed.

The narration of the veteran firefighter's narrow escapes from death would make an interesting volume. Perhaps his nearest approach to being killed was at the Regester building fire, on Holliday street, in January, 1908, when, with several other firemen, he was caught by a falling wall. He was picked up for dead and carried to the Mercy Hospital, where he remained for weeks.

At all times Chief Horton enjoyed the confidence of his subordinates. His men liked him because of his fearlessness and his retiring and modest manner. He was respected and honored by his superiors and the general public.

Ex-Chief George W. Horton, Baltimore, Md.

Chief Horton's ability was known as well in other cities as it was at home. He was often called upon to read papers at the gatherings of the International Association of Fire Engineers, of which he was an ex-president. He was affiliated with Arcana Lodge No. 110, A. F. and A. M.; Adoniram Chapter, Royal Arch Masons; Maryland Commandery, Knights Templar; Order of the Eastern Star, Keystone Firemen's Association, of Pennsylvania, and the Firemen's Relief Association. He was one of the organizers of the last named body.

On March 4, 1912, Chief Horton was given a public testimonial in honor of the splendid service he had rendered the city of Baltimore for 50 years. The testimonial was in the form of a silver loving cup, which contained $1,000 in gold, the gift of grateful Baltimoreans in all walks of life.

The old Chief never entirely severed his connection with the department, for his last request of the Fire Board was that the fire alarm gong in his home be allowed to remain in service. This request was granted, and the Chief was always in touch with fires throughout the city, going to many and frequently being asked for advice by the active members of the department.

Members of the Board of Fire Commissioners were deeply moved when they heard of the death of Chief Horton. When the sad news reached Chief Engineer August Emrich he said:

"I always had the highest regard for Chief Horton. He was a brave and efficient fire-fighter and rendered valuable service to the department and the city.

"I worked with him and, therefore, had a splendid opportunity to judge his merits as a fireman. He was a lovable man and I am sure that the men in the department today who knew him will mourn his loss."

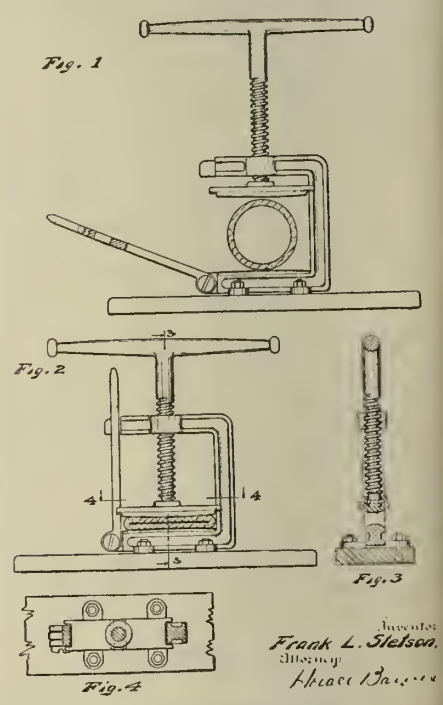
"Ex-Chief Horton was one of the most capable firemen in the history of our department," said former Mayor James H. Preston. "I am deeply moved by the news of his death. He retired in the early part of my administration, but he left a mighty influence for good in the department. I recall his remarkable gallantry during the great fire. I saw him in action during the brave fight at Baltimore and Liberty streets. His fearlessness and sincere devotion to duty were an inspiration to his subordinates."

Chief Stetson's Invention

July 10, 1920.

Fire Service,
New York.

Gentlemen — I am enclosing herewith for your information a drawing of a hose clamp which I have invented and of which



we have a number in service in this department.

They are made in two sizes for shutting off hose lines of 2½ up to 3½ inches.

We claim for this device the only hose clamp that effectually shuts off lines under any pressure, simple in construction and can be operated by a boy.

Knowing that your paper is always ready to give to Fire Departments through your columns, information concerning new and improved equipments for the service I am sending this drawing for your information.

F. L. Stetson,
Chief of Fire Department.

FIREMEN ASK $2,500 PER YEAR

Claim They Ought to Get Not Less Than $10 Per Day

A minimum of $2,500 a year will be ought by both the Police and Fire Depart- nents of New York as a result of resolu- ions adopted by unanimous vote at a neeting of 2,000 members of the Patrol- nen's Benevolent Association and the Uni- ormed Firemen's Association in Maenner- hor Hall. It was declared that the 20 per ent increase voted by the Aldermen af- ords scant relief to the city's 43,000 lower aid employes.

A joint committee will be appointed to etition the Board of Estimate for consid- ration of the increase in the next budget.

Every precinct and fire company was epresented at the meeting, and President Moran, of the patrolmen, and President Guinness, of the firemen, presided alter- nately. It was argued that patrolmen and iremen are entitled to $10 a day when men n trades receive that wage.

The text of the resolution follows:

"Resolved, That the Patrolmen's Benev- lent Association and the Uniformed Fire- nen's Association, in joint meeting, hereby ecord the protest of the patrolmen and iremen of the City of New York against he method of distributing the special unds provided by the Legislature for re- ief of distress among city employes by which larger sums are given to those al- eady better able to meet the high cost of iving; and be it

"Resolved, That we record our approval f the stand on the salary question taken y Joseph P. Moran and Albert E. Guin- ess, presidents of our respective organi- ations, as reflecting the overwhelming entiment of the patrolmen and firemen; nd be it

"Resolved, That the thanks of the patrolmen and firemen be extended to the President of the Board of Aldermen and to the President of the Borough of Manhattan for having given voice to the appeal of the lower paid employes before the Board of Estimate and Apportionment."

The Board of Aldermen adopted the 20 per cent increase, to become effective Aug. 1, by a vote of 65 to 2.

The negative votes were cast by Aldermen Bruce M. Falconer, of the Twenty-third Manhattan District, and Robert S. Allen, of the Forty-sixth District, Brooklyn. Mr. Allen voted in the affirmative on the issue of $5,255,030 in special revenue bonds to make the increased salaries effective. The vote was 66 to 13 on the appropriation.

The Republican minority and the Socialists made every effort to make $600 the maximum increase and to have the minimum increase to members of the police and fire departments $400.

Alderman Collins, leader of the Democratic majority, explained that amendments would cause the whole salary increase plan to be delayed until fall and probably lost altogether.

Mr. Collins said that the captains and other highly paid officials of the police and fire departments had all risen from the ranks and were entitled to pro rata increase. He said the 20 per cent basis was the only plan that could be worked out logically and with justice to all the employes.

President Curran of Manhattan and President La Guardia of the Board of Aldermen spoke in favor of the $600 maximum. They argued that the lower salaried employes were more entitled to consideration than the high salaried office holders.

PLEASED WITH PLATOONS

Chief Russell of Toronto Says the System Has Been a Great Improvement

There are not many places where condi- ions for firemen are much better than they re in Toronto. Chief William Russell says o and he knows for he is able to speak of orking conditions in a number of the arger centres of Canada and the United States.

Chief Russell came up from the ranks. He was a member of the department when t was hard to get enough time off from he fire station to get his meals. His fam- ly were almost strangers to him.

As he mounted the ladder of success he aw things get better and when able to do o, spurred on by a sense of right, he help- d to make conditions still better.

"We have got a little more human," he xplained to your correspondent, compar- ng the way the men are treated now and he days when he was a fireman. Not only as Toronto adopted the two-platoon sys- em but beginning January 1 next every nan will get a full day off in seven.

Chief Russell is in hearty accord with the new conditions and has an extra good word to say for the two-platoon system. If there were any murmurings of discontent in the department Chief Russell says they are not heard any more.

Instead there is a better feeling existing as a result of platoons among officers and men. The two-platoon system was given as a Christmas box on December 24, 1918, and Chief Russell says the system has worked well. He has no complaints and he is sure his men have none.

The strength of the department was increased a third by the system. Day men are on duty 10 hours and night men 14 hours. Shifts change every 24 hours. That the world does move is clearly shown in the decision to let the officers and men off one day in seven. This means an extra annual outlay of $152,000.

In the words of fire executives, Toronto is also a fully equipped city. All ranks are supplied with helmets, badges, and other equipment.

BIG MUSTER RESULTS

The Senator Baxter at Portland, Maine, Won with 236 Feet

The Senator Baxter, formerly the I. W. Priest, of Portsmouth, N. H., housed in Bath, Me., for a year and a half, deluged all its 23 hand-tub competitors with a mark of 236 feet at the New England Veteran Firemen's muster in connection with the Maine State centennial celebration in Portland, Me., July 4. It was not rated a first-class performer by its former owners, but new equipment seems to have made it a champion.

The Portsmouth company with their hand tub Eureka was 21, with a throw of 192 ft. 6 in.

Despite continuous rain all the afternoon the visitors stuck to their task and drove many tons of water through the hose with windless weather prevailing.

A great throng gathered at the outset, including more than 20 musical units, either bands or drum corps, which gave the line of march a gala appearance as the red-shirted companies marched past the reviewing stand with Gov. Carl E. Milliken and Mayor Charles B. Clark the principal reviewers in front of City Hall.

Brockton and Quincy companies had tents and camped close to the muster field. Guy A. Pool of 24 Manners avenue, Brockton, suffered a fractured left leg at a practice try-out.

The muster was one of the biggest features of the centennial and the parade drew vast throngs to view the passing companies, machines and bands. Chief Almus D. Butler of Portsmouth was Chief Marshal and all the Portland apparatus, motor or horse drawn, formed the rear of the procession. Ex-Mayor Hurley marched with the Salem, Mass., company, wearing tall hat and Prince Albert coat. The summary:

Senator Baxter, Bath, Me., 236 ft. Gen. Edwards, West Quincy, second, 228 ft. 5 1-2 in.; Hancock, Brockton, third, 226 ft. 5 in.; Okos, Marblehead, fourth, 224 ft. 5-8; Alabama Coon, Stoughton, fifth, 223 ft. 9 7-8 in.; White Angel, Salem, Mass., sixth, 223 ft. 5 3-4 in.; G. F. Burgess, Rockport, Me., seventh, 223 ft. 2 in.; Enterprise, Campello, Mass.. eighth, 215 ft. 2 1-8 in.; Washington, Wickford R. I., ninth, 212 ft. 11 1-2 inches.

Proctor 3, Montello, Mass., 211 ft. 5 3-8 in.; James W. Plaisted, Portland, eleventh, 211 ft. 4 1-2 in.; Androscoggin, Topsham, Me., twelfth, 211 ft. 2 1-2 in.; Nonantus, Providence, thirteenth, 209 ft. 3 in.; Baw Bessie, West Quincy, fourteenth, 208 ft. 3-4 in.; Germania 2, Chelsea, Mass., fifteenth, 204 ft. 1-8 in.; Volunteer East Greenwich, R. I., sixteenth, 202 ft. 5 3-4 in.; Sagadahoc, Bath, Me., seventeenth, 202 ft. 1-4 in.

Red Jacket, Cambridge, Mass., eighteenth, 202 ft.; Niagara, Brunswick, nineteenth, 201 ft. 5 1-4 in.; Live Oak 44, Somerville, Mass.. twentieth, 199 ft. 5 1-2 in.; Eureka 1, Portsmouth, N. H., twenty-first, 192 ft. 6 in.: Paul Revere, Revere, Mass., twenty-second, 188 ft. 11 1-2 in.; Tiger 1, Hallowell, Me., twenty-third, 182 ft. 8 1-2 in.; Veteran, Charlestown, Mass., twenty-fourth, 180 ft. 1-4 in.

"Sterling Work"

Denver Firemen's Protective Association,
Denver, Colorado, July 7, 1920.

Fire Service,
New York.

Dear Sirs — This association has circulated a petition among the general public of the State of Colorado, asking for a state-wide two-platoon. The required number of signatures were obtained and the two-platoon amendment will be voted upon at our November election.

Realizing the sterling work of Fire Service in promoting the numerous issues of this kind, I turn to your periodical for all the latest information on this subject which may be in your possession.

We would greatly appreciate any assistance which you may extend to us and would like to get all the latest statistics obtainable on this subject.

Respectfully yours,
W. E. Guthner,
Secretary-Treasurer.

FIRE SERVICE

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FRANK K. KAUFFMAN
at 225 Fifth Avenue - - New York

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The "Convict System"

In his recent letter to Fire Service reporting the phenomenal majority of over 15 to 1 with which the good people of Galveston, Texas, put two-platoons "over the top," Chief Ryan of that city stated that it was a cause for rejoicing among all firemen that such a vigorous black eye should be given to the old "convict system" of continuous service in the fire department. Chief Ryan did not mince words, but clearly expressed his contempt and hatred for this "convict system" and said he hoped to see it, with the assistance of this journal, driven out from every fire department in the United States.

Mr. H. H. Easterbrook, an old-time writer on firemanic topics, has now taken great umbrage at this expression of Chief Ryan when he called continuous service a "convict system." He is highly offended. He has great respect for continuous service, and he rushes in print to its defence, having many good things to say for it.

On the whole we are inclined to agree with Chief Ryan. In fact, we have ourselves in times past spoken disrespectfully of continuous service, and we remember having applied to it some of what Sam Weller used to call "hard words."

For what is a "convict system" in the sense in which these words were used by Chief Ryan in his letter in Fire Service?

A "convict system" is an unnatural system whereby men are condemned to live under unusual and severe conditions running contrary to moral and sanitary laws and opposed to the public welfare. A "convict system" is one which deprives men of their natural rights to life, liberty and the pursuit of happiness, which takes away from them their homes and the home life, which deprives their families of their presence, which throws obstacles in the way of the performance of their religious duties, which makes them turn night into day, compels them to sleep and eat in ways never intended by Nature and which entirely disregards the natural right of every man to have a certain number of hours per day to himself.

Does not this describe the old system of continuous service, now on its last legs everywhere throughout the fire service? Under this absurd and antiquated system, which was the outgrowth of ignorance and the product of fear when paid fire departments were hurriedly thrown together upon the invention of the steam fire engine in Civil War times, the life of firemen closely resembled that of convicts in a prison.

In fact, the convicts were better off, for they could go to sleep knowing they were assured of an uninterrupted rest, they had certain hours set apart by law for exercise in the open air and they did not have the constant fear hanging over them that each day might be their last.

The abominable conditions of continuous service existed everywhere in this country down to a little over a year ago, with the exception of a very few cities in which the two-platoon system was in operation, and it is in existence in some of the largest cities of the United States today.

Right here in New York today many firemen are eating one and two meals per day, at odd hours, not knowing when they can go home, and in some cities they are compelled to sleep in dark engine houses in their wet clothes.

St. Louis, Milwaukee, Boston and Baltimore are only a few of the large American cities whose fire departments are being conducted on this rotten system which is not only immoral and disgusting but wasteful and extravagant.

We think Chief Ryan was well advised when he called this infamous system a "convict system." He showed discrimination in his choice of proper words and accuracy in his power of vivid and effective description.

And we repeat, again, that this "convict system" MUST GO!!

Sleep in Their Clothes

Describing conditions in the fire department of Camden, N. J., where an effort is being made to secure the two-platoon system, the Philadelphia Ledger says:

"Camden has 120 firemen. They are in the fire houses day and night except the hour allowed for each meal. A Camden fireman is on duty always. Even though he gets off on every fifth day he must respond to an alarm. The firemen are compelled to sleep in their clothes even on the hottest day and night in summer. They are permitted to take off their shoes only."

And we call this America in the 20th century! Here are 120 firemen who are always on duty, always in their clothes and permitted only to remove their shoes when they go to bed!

They have no right to call their souls their own. In fact they abandoned their souls when they entered the fire department, as, being always on duty, they can never go to church. If they say a prayer it may be against the rules, "destructive of discipline" and a recognition of an authority unknown to the regulations.

A Camden fireman also ought to be careful not to think contrary to the manual. He might conceive a thought regarding some such extraordinary thing as human rights which have no place in the rules of his fire department.

And while he abandons his soul he also abandons his health. For it is well known that sleeping in one's clothes is one of the unhealthiest and most dangerous practices known to the medical profession.

True, he will never "die with his boots on" unless killed at a fire, for the regulations permit him to take off his boots when he goes to bed, although even then he must wear all his other clothes, including, apparently, his hat. If it is in winter he must sleep in his overcoat and possibly his gloves, while if he returns wet from a fire he may take the wetness to bed with him, and thus avoid the necessity of taking a bath.

The Declaration of Independence means nothing to such a man, for it speaks of "life, liberty and the pursuit of happiness" as desirable things. He is forbidden to pursue happiness, he has no liberty and his life is given over to the engine house and placed at the risks of a dangerous profession.

These men smile incredulously at such simpletons as Thomas Jefferson and Benjamin Franklin, who not only "put over the bunk" about life, liberty and the pursuit of happiness but actually appeared to have more than half believed what they wrote.

Gompers, Woodrow Wilson, Bryan & Co. are also, in their view, "smooth ones" who make high-sounding phrases that look well in the papers such as "the rights of man," "progress of labor," "continuing improvement of the human race" and "the eight-hour day" that mean nothing but have a pleasant sound. There is also a lot of humbug, in their view, in talk about "the sacredness of the home" for firemen always on duty who must sleep in their clothes know that homes are poetic things that exist only in the imagination and in novels.

The Camden fire department knows that there is no such thing as human progress, that the world has never moved forward and that slavery, instead of having been abolished, as school children are taught, is in practical operation among us today.

"Underwriters Conventions"

Chiefs in their conventions and elsewhere do not now help firemen in general to improve their conditions as they should and as former chiefs did. This has caused some firemen to look upon chiefs more as enemies than as friends. Neither firemen, underwriters or the public now look to chiefs and their organizations for any important assistance in obtaining better fire service conditions. This should not and need not be. There is no reasonable excuse for it. It has compelled subordinate firemen to now do what the chiefs should do for firemen of all grades and branches of the service. — Firemen's Standard.

Female Firemen

Girl "firemen" are credited with their first put-out. The girls' brigade at Princess Mary Village Home, Addlestone, England, ran hose up a ladder and extinguished a fire with all neatness and dispatch.

DEPARTMENT'S STEADY GROWTH

A Summary of Fire Improvements Made in Toronto

By J. PRITCHARD, Toronto.

In this advanced age of mechanical and ientific progress, when fires are fought th engines discharging thousands of gal- ns of water per minute, aerial ladders, ater towers and other wonderful appli- ces especially designed to augment the orts of firemen, the primitive devices of s than half a century ago are either known to the present generation or are nost forgotten by the early settlers of ronto who are still alive.

In fire-fighting machinery here as in ev- y other place certainly "nothing is like used to be." From the bucket brigade awing its supply from ordinary wells to e hand fire engine was a great improve- ent. That was later on completely over- adowed by the introduction of steam fire gines, pumping from tanks filled from drants or water carts.

The establishment of the present water- rks system in Toronto in 1872 furnished a time satisfactory fire pressure, and e steam engines were relegated to retire- ent. The era of tall buildings — and To- nto has the highest commercial struc- res in the British Empire — demonstrat- the insufficiency of the fire pressure to ach above the third story. Three disas- ous conflagrations in the early part of 95 forced a return to the use of steam gines as a measure of protection from e.

When hand fire engines came into use e bucket brigade passed out of exist- ce, water being conveyed to the engines large barrels filled at the bay and car- d on wagons to the scene of the fire, a emium being paid to the carter first ar- ring with a supply of water. The rival- was always keen.

In 1826, eight years before York became ronto, the first fire department of the vn was organized. In 1859 the fire department consisted of eight companies with James Ashfield chief engineer.

A by-law was passed on April 29, 1861, providing for the organization of a volunteer fire brigade, consisting of nine engine companies. Steam fire engines having superseded the hand brake machines, the fire department in 1862 was materially altered.

The fire alarm telegraph system was introduced in 1870. The permanent fire brigade was organized in 1876, when the number of boxes was 97.

That year the brigade was called out 100 times and the fire loss amounted to $165,758. On the reorganization of the fire department in 1878, Richard Ardagh was made Chief.

In 1890 a by-law was passed to create and establish the Toronto Fire Superannuation and Benefit Fund, which is still in operation.

Chief Thomas Graham succeeded Chief Ardagh in 1895, the latter being fatally injured at The Globe fire. Chief Thompson followed Chief Graham and in turn came William Smith and then William Russell, the present Chief.

From the Chief down it would be impossible to organize a corps of men with higher courage or better fitted to encounter and repress the worst conflagration. Toronto today has 552 men with 15 officers, 52 captains and 52 lieutenants. Mechanically the department is excellently equipped and had it not been for the war it would have been much better, if such a thing is possible.

Last year and this five pieces of motor equipment have been added to the department. The telegraph alarm system and right up-to-date is in operation.

Toronto last year had 2,715 fires with a total loss of about $1,000,000. Toronto's biggest fire was April 19, 1904, when most of the wholesale section was wiped out.

TORONTO'S ENTERPRISE

Another Effort of Canadian Fire Service to Help the I. A. F. E. Convention

Again the Canadian Chiefs and firemen ve come to the rescue of the Internation- Association of Fire Engineers, whose nual banquet and convention at Toronto s year would probably have passed with- t notice but for the energy and intelli- nce shown on the other side of the inter- tional border. The office of Secretary of e I. A. F. E., as has been explained, is cant, and the work previously done in s connection by Chief McFall has been glected for over six months.

The Association was approaching its nvention in silence. Somebody said it s "thinking," but if so there were no ible evidences of mental activity.

Another explanation of this mystery was at President Kenlon was so busy boom- g himself for re-election for another term the pretence that one year was not long ough for him to perform some wonderful rk upon which he said he was engaged, at he had no time, even if he had the owledge, to devote to the office of Secre- y, which he had absorbed within him- f.

Hence there was every prospect of the nual banquet and convention at Toronto ing a "frost" in point of attendance until ief Armstrong of Kingston, Ontario, llowed by Chief Russell of Toronto mped into the breach to save the situation. They took off their coats to put the Toronto convention on the map of going concerns, feeling that the good name of the Canadian fire service was involved when the event was to be held in their go-ahead country.

It would, they felt, be a reflection upon the whole of Canada if the convention should be permitted to fall down. So they gathered a mass of material which we have printed showing the attractions of Toronto, the rates at its hotels, how the "glad hand" is going to be extended to visiting Chiefs, what a fine summer climate Canada has and what Canadian hospitality means in these days of sumptuary laws and a strict interpretation of the Constitution across the border.

But for what these gentlemen have done the Toronto convention would not have got a line in any of the papers. Chiefs all over the United States could find out nothing about it, saw nothing to arouse their interest in the coming event and were reluctant to undertake a trip to Canada when nobody apparently was taking the trouble to invite them to go.

Before Chief Armstrong and Chief Russell got busy you would think that the I. A. F. E. was some sort of secret society holding a clandestine meeting of a criminal nature and afraid to let anybody know where and when it was to take place.

It seemed to shun the daylight of publicity which is being so eagerly sought by every other convention in the country. Its officers appeared to think that the less said about the I. A. F. E. the better and that anybody wishing to know what took place at its convention would have to wait until its printed report comes out next January or February.

That, however, is not the view of the Canadian Chiefs, who are thorough believers in modern American methods and do not propose to have the Toronto convention come and go without anybody knowing about it.

They want Canada to get the credit that is in their opinion its due. They do not propose that Toronto should hide its light under a bushel.

They fought hard enough at Kansas City last year to get the convention for their country and do not intend that the opportunity shall be wasted and the reputation of Canada injured by having the affair fall down.

What the Toronto fire department and the Canadian Chiefs have now done to help the good work on is to get out the handsomest official program of the convention that the I. A. F. E. has seen in years. It consists of 104 pages and bears on its front cover the American and British flags in colors, embellished with eagles, beavers, maple leaves and other national emblems.

The volume contains a reference to the proceedings of each day during the sittings of the convention, a mass of interesting information about Toronto, portraits of Chief Russell and the leading officers under him and details of the local fire department.

Every prominent business house of Toronto is represented among the advertisers, and the volume states that the money thus received is to be spent for the entertainment of visitors to the convention. This official program is a most creditable publication and shows intelligence, forethought and enterprise.

"Swing Over!"

She was just a little girl! As she started across Thirty-first street at Champlain avenue on a recent day the sun struck her eyes and, temporarily dazzled, she stumbled headlong into the path of an automobile approaching at high speed. In this automobile were two members of Chicago's fire department—Capt. William Stitzel and Pipemen Arnold Boss, both connected with Engine Co. No. 15.

There was a fire, and the firemen were in a hurry, more of a hurry than most drivers are, for they were rushing along to save life and property "Boss—the kid—swing over," Capt. Stitzel shouted. Pipeman Boss half rose, his arms gave a quick circular motion and the car swerved clear of the girl, who had fallen from fright. The auto overturned. Stitzel and Boss were pitched out. Both were cut and bruised. But the little girl had been saved.

They picked her up, brushed off her dress, and she continued her journey instead of being taken by the police to a hospital or, perhaps, a morgue.

In the news accounts of the day the occurrence was trivial, but the action of these city firemen in facing serious injury, possibly death, to save a life is a powerful example for the motor car drivers of our city. The records of the coroner's office show a shocking number of automobile killings.

If all drivers outside the fire department, men who do not have to hurry to save life and property as the firemen do, would learn to value human life, they would not maim and kill. They would learn to save life as Capt. William Stitzel and Pipeman Arnold Boss did.—Chicago American.

TORONTO'S FIRE DEPARTMENT

Its Earliest Development from Proportions of a Small Village Under Fire Leaders Who Are Now Historic

"Landmarks of Toronto" says:

(Continued from last week)

The officers for 1854 were: Mr. James Ashfield, chief engineer; Mr. Arthur Ardagh, first assistant engineer, and Mr. William Charlton, second assistant engineer. These same officers held their respective posts in 1855 and 1856.

In 1855, on the resignation of the members of the fire brigade, that body was entirely re-organized, and consisted of six engine companies, one hook and ladder company, and one hose company, with officers as follows:

No. 1 Engine, Phoenix Company — Mr. John Iredale, captain; Mr. Thomas Humphries, lieutenant; Mr. George Summers, secretary.

No. 2 Engine, Rescue Company — Mr. James Smith, captain; Mr. William Brotherston, lieutenant; Mr. Theodore Lee, secretary.

No. 3 Engine, British America Company —Mr. John Segsworth, captain; Mr. Robert Carmichel, lieutenant; Mr. John Foggin, secretary.

No. 4 Engine, Victoria Company — Mr. George Beatty, captain; Mr. Robert Richmond, lieutenant; Mr. William Dill, secretary.

No. 5 Engine Company (Deluge) — Mr. Loftus Trueman, captain; Mr. George Patterson, lieutenant; Mr. Thomas Jewell, secretary.

No. 6 Engine, Provincial Company—Mr. W. W. Fox, captain; Mr. John Carkeek, lieutenant; Mr. James Richey, secretary.

Hook and Ladder Company, Union Company — Mr. Richard Ardagh, captain; Mr. Charles Beatty, lieutenant; Mr. Samuel McLean, secretary.

Hose Company—Mr. W. C. Morrison, captain; Mr. William Burns, lieutenant; Mr. C. E. Holliwell, secretary.

The report of the chief engineer of the fire brigade for 1856 gives a list of the different fire companies, the number of men attached to each, apparatus, and where stationed as follows:

No. 1, Phoenix Company — Twenty-nine men, stationed at Court street.

No. 2, Rescue Company — Twenty-nine men, stationed on Court street.

No. 3, British America Company—Thirty men. stationed on Bay street.

No. 4, Victoria Company — Seventeen men, stationed at the old St. Patrick's market.

No. 5, Deluge Company — Twenty-four men, stationed on Berkeley street.

No. 6, Provincial Company — Thirty-five men, stationed on Bay street.

The hook and ladder company was composed of 23 men, and was stationed on Court street.

The hose company had 45 men, and was stationed on Bay street.

The total number of men, without the chief and assistant engineers, was 227.

The loss during the year was estimated at £12,376, which was covered by about £17,675 insurance.

The first captain of No. 5 Company was Mr. John Kidd. John and Charles Small and Samuel Parker were among the first members. Their first hall was in a lane near the south-west corner of Berkeley and Duke streets. It stands today as it did forty years ago. Their first engine was a second-hand one purchased from one of the older companies. Afterwards they procured an Amoskeag, which, for a hand machine, was a most serviceable one. The engine was some years later housed in a building on the south-west corner of Duke and Berkeley streets.

Somewhere about the year 1853 the Provincial Insurance Company, which had its offices on Toronto street, at the north-east corner of Court street, bought from Perry, of Montreal, an engine known as Montreal "fore and aft" tub, and ranking in the first class, and presented it to the city for the use of the fire department. The engine was one exhibited by the manufacturers at the Great Exhibition in London, and to have been sent directly from it. At this time there were two hook and ladder companies in the department. Mr. Ashfield, who was chief of the fire department at that time, found that there was a good deal of strife between them, and in consequence disbanded Hercules hook and ladder company No. 2, which had rooms at the corner of Bay and Temperance streets, and placed

Thomas Graham, Chief of Brigade, appointed 1895.

the Montreal engines in their hands, changing the organization from a hook and ladder company to a fire engine company. As there were five fire engine companies in existence previously, this made No. 6, but it was better known as the "Provincial," because it was a pet of the insurance company of that name. William Fox was captain of the company. In the same building with it was located the Jackson Hose Company. This company was organized by William Henning, but somehow the name of Jackson was given to it in honor of James Jackson, who at a later period was captain. The company in the old days was a very useful and highly respectable body.

The salary of the chief engineer of the fire brigade was fixed at £250 per annum by the Council of 1857.

In the latter part of 1857 an independent engine company was organized on account of the prevalence of incendiary fires, with Robert Hunter as captain. This company, with old No. 4 engine and a hose reel, were temporarily stationed in a hall on the west side of Elizabeth street, south of Agnes street. In the following year the company disbanded, and the hall, along with the bell tower, were removed to the east side of Elizabeth street, but north of Agnes street. There veteran Bob Hill was in charge, his principal duty being to ring an alarm on the bell in case of fire. The engine was transferred to Bay street hall.

In May, 1858, in consequence of the very large number of fires which had occurred, the Mayor called a special meeting of the Council to consider the best means of protecting the property of the citizens against fire. It was resolved to organize a volunteer night patrol throughout the city, and also to offer a reward of $1,500 for the apprehension and conviction of any person who should be guilty of setting fire to any premises.

The officers for 1858 were the same as in the previous year.

A bad habit among the members of the fire brigade then (1858) was the running of engines and reels on the sidewalks whilst going to and return from fires. This resulted early in the year, in the death of Terence Meehan, fireman, of No. 3 Co., by one of the engines running over him, and steps were thereupon immediately taken to put a stop to the practice. For this purpose a penalty of £5 was to be imposed upon any company which should proceed at a faster rate than a walk while returning from fires with their apparatus, the amount of the fine to be deducted from their pay.

In 1859 the Committee of Fire, Water and Gas appointed Mr. James Ashfield, chief engineer of the fire department. William Charlton, first assistant engineer, and James Smith, second assistant engineer. In this same year a fire engine was constructed for the use of No. 4, Victoria Company, of the Fire Brigade, the cost of which was about $1,200. The work was done by Mr. William Marks, of Toronto.

In consequence of the very great number of disastrous fires which had taken place during this year, and which were supposed to have been of incendiary origin, the Council issued a proclamation, early in September, offering a reward of $1,000 for the conviction of the guilty parties.

In 1859 the fire department consisted of eight companies, the same as in 1856, numbering 263 men, stationed and officered as follows:

The captains were: John Iredale, No. 1 engine, Yonge street; Alexander Jacques, No. 2 engine, King street; Frederick Rattray, No. 3 engine, Yonge street; Edward Street, No. 4 engine, Queen street; Samuel Parker, No. 5 engine, Ontario street; George Fox, No. 6 engine, Queen street; James Bennett, hook and ladder company, Colborne street; James Jackson, Toronto Hose Company, King street.

In 1859 a new fire hall was erected on the west side of Berkeley street, south of Duke street.

Early in 1860 a by-law was passed which provided for the organization of two hose companies, of 20 men each, instead of having, as formerly, only one company, consisting of 40 men. This by-law was introduced, as the committee reports, "for the better management of the fire brigade, and to repress as much as possible the long continued practice of running the engines, etc., on the sidewalks when going to fires." The by-law was carried into effect on October 1st, 1860, and the new company was stationed at the old fire hall on Court street.

The captains of No. 1 were: James Walsh, S. Garside, James Iredale and William Charlton, after assistant engineer. The captains of No. 2 were W. Musson, Franklin Jacques, Edwin Bell, William Reynolds, Richard Couch, Thomas Griffith, James Smith, Edward Lee, Alexander Jacques. Among the men were W. Brotherston, John Davies, Duncan Forbes, Peter Campion, John Esmonde, Richard Couch, Thomas Griffith, James Foster, William Jacques, Thomas Farragher, James Esmonde, A. Gemmel, Joseph Beck, Richard Medcalfe, Edward King, John Ford, Thomas McIlroy, John R. Esmonde, William Forbes, Thomas McConkey, Thomas McMullen, John Pearcey, Alexander Pearcey, Robert Hill, Joseph Gibson, William Spottiswood, James Spottiswood, George Spottiswood, John Boyd, John Irwin, William Smith, Thomas Smith, Harry Smith, Thomas Harris, Thomas Wingfield, John Sharpe, George McConkey, Richard Wolff, John Allen, James Sommers, Richard Co-

en, John Nickinson, George Hill, David Vard, Burley Hudson, William Armstrong, . H. Rogers, Denman Thompson and F. l. Farrell.

A by-law was passed on April 29th, 1861, roviding for the organization of a volun-eer fire brigade, consisting of nine engine ompanies, one hook and ladder company, vo hose companies, and one protective ompany. It was provided that, in lieu of ll other allowances, each company whose ervices were accepted should be allowed or the maintenance of their apparatus as ollows: Engine companies, $800 each; hook nd ladder companies of 30 men and over, 800, and hose companies in proportion.

The engine company known as No. 2, un-er the command of Alexander Jacques, re-gned on the 1st September, 1860, and their esignation was accepted.

The system of supplying the engines with ater by means of puncheons continued in ogue down to 1861. The puncheon was a rge cask, capable of containing from six-y to eighty gallons of water, or about hat would fill three ordinary flour bar-els. One of the conditions on which the arters of those days obtained their li-enses was that each man be provided with t least one puncheon. The system of re-ards offered first to those carters first at res with their puncheons was a sufficient ducement to guarantee a punctual serv-e. To the carter who was first at the fire ith his puncheon, a prize of $4 was given, the second man $3, to the third man $2 nd to the fourth man $1. All coming lat-r received a York shilling for every pun-heon brought, and the same price was paid the prize winners for every additional uncheon. As might have been expected, isputes as to the relative of arrival were equent, and in such cases the contesting arties went with their claims the next day the chief engineer's office, where the uestion was decided. The carters were not aid in money at the time of the fire, but the arrival of each puncheon its carrier as given a check of tin or lead which en-tled him on presentation to the proper ficials to a shilling for every check. These hecks were round, the size of a silver half ollar, and bore on them the number of the ompany issuing it. Sometimes they were amped with a fancy device like an en-ine. In consequence of the provision of he law, every carter had his puncheon, and ome of the more wealthy ones had several uncheons, one for each of the carts. A ew carters made it their business to keep uncheons filled on the carts, at all times eady in the event of an alarm. Others, hen the day's work was done, put their uncheons on their carts, filled in readiness or fires during the night, and it is shrewd-y suspected that many a building was set n fire by the carters themselves, in the xpectation or hope of obtaining one of the ewards. So keen was the rivalry that al-hough the cartsmen started from home or rom the bay with their puncheons full, et, on account of their mad haste to get the fire over the rough roads of the own, when they reached the engines there carcely would be a pailful left, all the est having been splashed out. The alarm f fire was sounded by the person who dis-overed it by running to the first bell and inging it, and the members of the com-any being all engaged at their customary ocations during the day, are equally scat-ered about the town at night, it happened hat the cartmen with their puncheons ere usually in advance of the engines. revious to the final disuse of the punch-ons a kind of system of water-works had een laid by Mr. Furniss, as a private peculation. He had built a reservoir on he east side of Huron street, just north of hat is now St. Patrick street. The water as pumped from the bay and distributed hrough a small section of the city, but the pipes were very small, the supply of water totally inadequate for the extinction of fires, and there were frequent complaints both from the fire companies and the people, several of which have been noticed in the minutes of company No. 3.

As Mr. Ashfield's connection with the fire brigade of Toronto is a part of the history of that brigade for exactly half a century, it will be of interest to give a brief outline of it.

In May, 1839, Mr. Ashfield was admitted a member of the Toronto Fire Brigade, which at the time consisted of five companies of from thirty to forty members each, all volunteers, who received no remuneration for their services. In 1846 he was elected captain of his company, and in May, 1851, while absent from the annual meeting of the officers of the brigade, having previously declined being a candidate, he was elected to the office of chief engineer of the brigade, and in accordance with that election he was appointed to that office by the City Council. The following is a copy of his appointment by the City Council in 1851, on the recommendation of the fire brigade:

Fire Hall No. 2, corner Portland and Richmond Streets, erected 1870.

Clerk's Office, Toronto, May 16, 1851.

Sir — I have the honor to acquaint you that the Common Council of the City of Toronto have, in pursuance of the recommendation of the fire brigade, by a resolution adopted on the 15th inst., appointed you Chief Engineer of the Toronto Fire Brigade.

I have the honor to be, sir,

Your very obedient servant,

Charles Daly.

James Ashfield.

After a service of fourteen years in the brigade, two as chief engineer, and all without pay, having his own private business to attend to, Mr. Ashfield declined being again a candidate for the office of chief engineer. The City Council then resolved that the chief engineer should be paid a salary and induced him to accept the office at $600 per year. In June, 1855, while absent from the city on a tour of inspection, he was re-appointed and his salary was raised to $800, and a few years later to $1,000. On Mr. Ashfield's appointment in 1855 the Council appointed William Charlton first assistant engineer and Arthur Ardagh second assistant. In 1853 the Council had made a small allowance to meet the absolute expenses of the department, but up to 1876, when the men were first stationed in the fire halls, it may be said to have been a volunteer department. In 1856 the City Council took the appointment of the chief officers into its hands, the choice of the brigade in this matter having been respected up to that time.

Hand engines continued in use down to 1861, and were drawn to fires by the firemen. In that year the brigade was re-organized with steam engines, but the members of the department still continued to practice their ordinary avocations, going to fire halls only on the alarm. Although the city had steam engines it did not at first have horses to pull them, and whenever there was a fire the nearest horses at hand were drafted into the service. The old hand engines were sold to small municipalities in the province, the last one to be disposed of being the Phoenix, which was purchased by the village of Oakville.

The Committee on Fire, Water and Gas recommended the purchase of a steam fire engine in 1858, but no steps were taken to carry out the recommendation until 1861, when two steam engines were procured from Messrs. Silsby & Co., of Seneca Falls, N. Y., for which the sum of $6,000 was paid. The engines gave very good satisfaction on occasions of fire, although at first they caused some jealousy on the part of the other fire companies, which led to their being hindered in its work.

To the price of one of the engines different insurance companies doing business in the city subscribed $2,000.

After these two engines became back numbers, owing to the advancement in the science of fire fighting, they were sold to a junk dealer for the sum of $30, by whom they were broken up, and thrown into the scrap-iron heap.

The cost of maintaining the fire brigade in 1861 was $7,520, distributed as follows:

Chief engineer of brigade	$1,000
First assistant engineer $600, second assistant $400	1,000
Two firemen $640, one extra driver $240	880
Six horses and three men	1,800
Six branchmen at $100 each	600
Two chief branchmen at $120 each	240
One hook and ladder company	1,500
Fuel, repairs, oil, tallow, etc.	500
Total	$7,520

Steam fire engines having superseded the hand brake machines, the fire department in 1862 was materially altered. There were but two stations, the Bay street fire hall at the corner of Temperance street and the Court street fire hall. James Ashfield, the chief engineer, had his office in the east wing of the City Hall buildings.

The force consisted of one chief engineer, one assistant engineer, 17 branchmen, 11 hook and ladder men, 1 bugler, 2 engineers of steam fire engines, 2 firemen of the same, 2 drivers of horse for the same, 2 drivers of hose carts, 1 driver of hook and ladder truck, in all 40 men, with two steam fire engines, hose carts, hose, hook and ladder apparatus and seven horses.

In 1862 the City Council passed a by-law providing for the organization of a fire department, to consist of the two steam fire engines and hose carts, with the necessary engineers and branchmen; one hook and ladder company and three hand engines, to be stationed at different parts of the city. The office of second engineer was awarded to Mr. John Whitehead, and Messrs. Thomas Kerr and Thomas Graham (the present chief) were appointed firemen of steam engines.

In February of the same year an appropriation of $2,000 was made for the construction of water tanks in various populous portions of the city, for the purpose of affording an adequate supply of water for the extinguishing of fires. Twenty-eight tanks were constructed during the year, and more added from time to time.

Both in 1863 and 1864 the Committee on Fire, Water and Gas urged upon the Council the necessity of procuring a third fire steam engine, to be kept in reserve in case of accident to either of the other en-

gines, but the Council of that year did not consider it necessary. Again, on January 31st, 1865, the Committee recommended that an appropriation of $4,000 be made for an additional steam fire engine, but the report was not adopted by the Council, and the matter stood over once more.

In 1868 the following correspondence is reported in the records of the Fire, Water and Gas Committee:

Provincial Insurance Co. of Canada,
10th April.

The Provincial Insurance Company of Canada hereby demand from the city of Toronto the fire engine "Provincial" and hose reel belonging to the said company, and require the delivery to be made to J. S. Crocker, Esq., their manager, and the said company will hold the municipality of the city of Toronto responsible for any damage the said company may suffer from non-delivery thereof.

J. Hillyard Cameron, President.
Jas. Sydney Crocker, Manager.

The matter coming before the committee as it did, without much previous notice, the committee were not prepared to order the delivery of the engine, without being fully aware of all the circumstances connected with the city coming into possession of the machine, for while they were anxious that the insurance company should be justly dealt with, yet they were very cautious that the rights of the city should be carefully preserved.

Under the circumstances, the matter was postponed until further inquiry could be made into the matter, during which time the annexed notice was received, threatening to hold the city responsible for any damage the company might suffer from the non-delivery of the engine.

The information required by your committee has been received, being the communication of the secretary of the Provincial Insurance Company in 1852, offering the care of the engine to the city, and the fifteenth report of the Fire, Water and Gas Committee of the same year, accepting the charge, which are submitted for the information and action of the Council.

Provincial Insurance Office,
Toronto, 27th Dec., 1852.

To Mr. James Ashfield, Chief Engineer,
City of Toronto Fire Brigade:

Sir — You are aware that this company has purchased the prize fire engine made by Mr. Perry, of Montreal, and I believe you are also aware that the purchase was made for the purpose of adding that powerful engine to the fire brigade of the city. May I request you, therefore, to bring the matter before the Common Council, and take such measures as may be deemed necessary for the formation of a company, organized under and recognized by the proper municipal authority of the city, and in whose care, as a part of the fire brigade, the engine, to be called the "Provincial," shall be placed in the same manner that the engine of the British America Assurance Company has been done, immediately on your informing me that such company is in a state to take charge of it.

(Signed) Ed. G. O'Brien, Secretary.

Report of Standing Committee, January 12th, 1853:

Your committee, having had before them the communication of E. G. O'Brien, beg leave to recommend that said engine be put in charge of one of the companies at present organized in the fire brigade.

(Signed) George Platt, George Brook, Ed. Wright, James Ashfield.

The Standing Committee on Fire, Water and Gas beg leave to present its report No. 4:

The committee have had before them a communication from T. W. Birchall, Esq., manager of the British America Assurance Co., stating that an offer of $200 had been made by a distant municipality for the fire engine now in possession of the city, belonging to the company, known as the "British America," and requesting that the engine may be handed over to the company or purchased by the city for the sum of $200. Your committee recommend that the engine be returned to the British America Assurance Company.

In 1866, according to the report of the chief engineer of the fire department for that year, there were fifty-five fires within the city limits, and of them eighteen were extinguished without the aid of any of the fire engines. Of the other thirty-seven the other two were extinguished with three streams of water, eleven with two streams of water, and twenty-four with one stream. The department was called out on unnecessary alarms twenty-five times during the year. The total loss on buildings and contents was about $47,000 protected by an insurance of over $188,000. Fifteen of the fifty-five fires were attributed to incendiary origin. The report goes on to say that the water-works extended but to a small portion of the city. There were no hydrants west of Peter street, nor east of Nelson street, on Queen street, or south of it except six, two of which were useless because of being on small mains. Nor were there any hydrants north of Queen street except nine on Yonge street, three on Church street, three on Gerrard street, four on Agnes street, one on Don street, one on Shuter street, and one on Sayer street. The total number of hydrants in the city was 85, about 12 of which were useless because of the pipes to which they were connected being so small, and the hydrants so far distant from the large mains that a fire engineer could not get a supply of water from any of them.

The engineer stated that since the introduction of steam fire engines in the city there had been used from the hydrants in any one year three-fourths of a million gallons of water for extinguishing a fire. The quantity used during the year 1866 at the price paid, at $11 per 1,000 gallons used from the hydrants, while the ordinary charge for private consumption was about 30 cents. He further adds that from the time hand engines were wholly discontinued, in 1862, up to 1866, the whole engine power used for extinguishing fires in the city was two steam engines. In July, 1866, however, a third Silsby steamer was bought for a reserve engine, in case of accident or emergency. There were but two fire halls, one the Bay street, the other the Court street; and the total equipment of the fire department was three steamers, three hose carts, one hook and ladder truck, one fuel wagon, seven horses; the hook and ladder truck was hauled by one horse —and 2,400 feet of rubber hose. The annual appropriation for running the department, exclusive of the salary of the chief engineer, was $8,000.

Commenting on the crude method of sending in an alarm then in vogue the report says:

"The bells in use for the purpose of giving alarm on occasions of fire in this city are not as effective as formerly, when the city could not boast of as many extensive blocks of high buildings as at present. There is no lookout or watch kept at any of the engine or fire alarm stations, and it often happens that fires do occur for which some of the principal bells are not rung at all. Along with this it may be noticed that there are many parts of the city in which, should a fire break out, a messenger, to convey the intelligence to the nearest engine or alarm station, may have to travel nearly two miles, and before reaching it, saying nothing of the shortest time possible to get the engines and other apparatus to the place of fire, the building where the fire originated, with all its contents, together with other property adjacent thereto, may have been wholly destroyed."

While on duty at a fire at Drummond's lumber yard on the east side of Yonge street, on July 4th, 1866, Mr. William Charlton, assistant engineer of the fire department, received injuries which proved fatal six days later. The Council granted his widow the sum of $750 as a gratuity for the loss of her husband.

On May 25th, 1867, the Council passed a by-law to provide for rewarding those who distinguish themselves at fires, as follows:

1. That any person who shall in the discharge of his duty as a fireman distinguish himself in the performance of a gallant act by which life or property shall or may be saved, shall be entitled to receive reward thereof, either by presentation of a medal or such pecuniary assistance as the corporation of the City of Toronto by the Council thereof may by resolution order or direct.

2. Provides such pecuniary aid or assistance for the widows or orphans of any fireman who may receive his death, or such injuries as may lead to death, while in the discharge of his duty.

In April, 1866, T. W. Birchall, Esq., manager British America Assurance Company, presented the city with one of Oyston's steam fire engine nozzles, for the use of the fire department. On motion it was decided to accept said steam spreading nozzle, and that the thanks of the Council are due, and are hereby tendered to the said company and others who have contributed towards furnishing same.

At the end of 1868 the department consisted of one chief engineer and one assistant engineer, two engineers and two firemen of steam engines, one caretaker of apparatus, and one fire company of thirty-four men and nine supplementary members. In all forty-nine men, exclusive of the supernumerary members of the fire company. The salaries per annum were as follows:

Assistant Engineer	$300
Three foremen of sections, each	80
Thirty-one members of Fire Company, each	70
First engineer steam engine	600
Second engineer of steam engine	500
Two firemen steam engine, each	360
Caretaker, bellringer, etc.	360

The officers of the fire brigade were: James Ashfield, chief engineer; Richard Ardagh, assistant engineer; John C. Clapp, first engineer fire engine; John Whitehead, second engineer fire engine; Thomas Kerr, fireman; Thomas Graham, fireman; Adam Keay, caretaker.

In 1869 the necessity for a fire alarm telegraph was repeatedly urged upon the Council, and a tender was received from the Gamewell Company, of New York, offering to do the work for $5,400, but no steps were taken in the matter.

The chief engineer in his annual report again brought the matter up, urging that it is impossible for the fire department to render efficient service on occasions of fire, when the alarm is not rung until long after the fire is started. However, nothing was done in that direction at the time.

In 1870 the fire alarm telegraph question was still urged upon the Council, with the result that towards the end of the year tenders were invited for a system of fire alarm telegraph, and the contract was awarded to Messrs. Gamewell & Co., of New York, the original tenderers. The price was $12,000, and the contract was to have been completed on April 1st, 1871, but owing to some delay in getting material the system was not ready for use until June 14th, when it was tested by the Mayor and the Committee on Fire, Water and Gas, and found to work perfectly satisfactory.

(Continued on page 18)

SERVICE NEWS FROM EVERYWHERE

New England States

At rollcall in the stations of the Boston Protective Department recently a general order was read announcing the retirement on half pay of Supt. Samuel Abbott, who completes 40 years of service; the promotion to be superintendent of Deputy Supt. Henry E. Thompson and the increasing of the pay of officers and men to amounts exceeding the pay of men in the same classes in the regular Fire Department. The minimum pay for permanent privates is set at $1,500 and the maximum, after four years of service, at $1,900. In the regular department the minimum pay is $1,400 and the maximum $1,800 after four years of service. The lieutenants will receive $2,400 as against $2,300 paid in the Fire Department, and the captains $2,700 against the $2,500 of a Fire Department captain. Since July 1, 1880, when Supt. "Sam" Abbott was placed in charge of the Protective Department, being drafted by the insurance interests from the position of assistant chief of the Boston Fire Department, which he had held for nearly seven years, the changes which he has made for efficiency have been the greatest of any department of a like nature in the country, it is stated. The Protective Department consisted of two small wagons, 11 permanent men and 14 call men when he took charge. It now occupies three of the largest and finest stations in the city, has a force of 11 officers and 64 permanent men and requires the services of 15 big high-powered automobiles. This department is supported and maintained by the insurance companies. Supt. Henry E. Thompson became a permanent member of the Protective Department Oct. 13, 1886. He was born in New York City, March 11, 1860, and spent his boyhood at Plainfield, N. J. After graduating from the schools of that place he moved with his parents to Somerville. He learned the trade of stereotyper and later was in the advertising and bill posting business at Somerville. He was a member of Ladder 1. On moving to Charlestown he was made a call member of the Protective Department and assigned to Ladder 9. On becoming a permanent member he was assigned to Company 1, then located on Hamilton street, now Batterymarch street. He reached the rank of sergeant, now second lieutenant, June 29, 1892; lieutenant, Nov. 1, 1893; captain, Oct. 1, 1899, and deputy superintendent Feb. 26, 1917.

The Lynn, Mass., News says: "Chief Edward J. McTague of the Saugus fire department is a fine example of a young man who has worked up from the ranks. A few years ago he was a call man and by dint of hard work was promoted to a regular position. A short while later he was made Captain, and last month he was given the chief's berth. The Saugus selectmen are to be congratulated for recognizing good, conscientious, public service and rewarding it. Aside from his good ability as a fire chief —McTague is a mighty good fellow."

Plans are being made for the annual convention of the Massachusetts State Firemen's Association which is to be held in Taunton in September. A local committeee met at the central fire station to start arrangements and the Taunton firemen will go ahead to arrange for a program for the entertainment of the visitors.

According to a decision reached by the executive committee of the New Hampshire Firemen's Relief Association, the society's annual convention will be held this year at Concord the last Wednesday in September.

The city council of Haverhill, Mass., accepted the law that provides that the chief of the fire department may enter any building or premises and order the owner to remove material that increases the fire hazard and to keep the place clean, with the penalty of from $10 to $50 per day for violation of the law. Alderman Albert L. Bartlett presented the order for the council to accept the act and read the law as approved by the last legislature. The law provides that any owner of property who has been given orders to change conditions may appeal to the state fire marshal and if the state official does not revoke the order the order must be carried out within 24 hours.

The alarm from Box 74 at Quincy, Mass., was a false alarm. On the arrival of Chief Meade at the box a small boy was pointed out to him as the one who had rung in the alarm. The Chief took the boy to the police station where he questioned him at length. He then learned that the boy, about 13 years of age, lived in East Boston. He had been visiting relatives at North Scituate and was walking home. Finding the box open he had reached up and taken hold of the hood and sounded the alarm. As the boy had evidently meant no harm and the bringing him into court would mean a fine of $25 for his father the Chief gave the boy a good talking to. He then took him to Thompson's restaurant, gave him some dinner and 25 cents for him to pay his fare home.

Fires on the North End bridge which can be easily prevented are costing the town of West Springfield, Mass., on an average of $50 a week in the summer time. The friction between the wheels of the cars and the tracks cause little sparks which set the wood of the bridge on fire. In very warm weather many calls for the fire department are sent in. One day recently there were five calls. The wear and tear of the fire department engines average about $10. Fire Chief Elam B. Jones has asked the Springfield street railway company that they sprinkle the bridge at least twice a day. Thus by keeping the bridge in a wet condition there will be small chance of the customary fires. The Springfield street railway company as yet has not carried out the wishes of the chief. The city of Springfield also loses money on account of the company's inattention, since the city fire department is also often called to answer fire calls on the North End bridge.

Once more Old Dobbin has been replaced by the modern fire apparatus in the Boston fire department. Seven members of the old brigade have passed the board and are now under the direction of Dr. Daniel P. Keough, veterinary surgeon of the department. The horses replaced were formerly attached to Chemical Co. 14, Winthrop street, Hyde Park, and to the steam engine and hose wagon at Engine 48, also in Hyde Park. A tractor replaced Engine 48, while a motor driven combination hose and chemical car replaced the hose wagon, also at Engine 48's house.

The first of the Naugatuck, Conn., Fire Department practices of the season took place recently when Warden McDonough and Fire Chief Hoadley motored to Spring street and sent in an alarm from Box 64. In 2 minutes and 50 seconds the firemen were on the scene and in less than five minutes after their arrival the firemen had two streams of water playing upon an imaginary blaze. This method of testing the efficiency of the Fire Department through the medium of a false alarm was used on amount of complaints having been made to the Warden about time taken by the firemen in reaching fires after the alarms had been sent in. Both the Warden and chief engineer of the department were well pleased by the promptness in answering the call, and were satisfied that the reports of dilatory responses on the part of the firemen had no foundation in fact.

Mayor Creamer of Lynn, Mass., has recommended to the city council the adoption of a new wage scale for the firemen and policemen. The ordinance provides for a sliding scale of wages for privates with the minimum fixed at $1,600, and the maximum attained after five years of service $1,800. Superior officers have been granted increase of from $200 to $300.

Action was taken at New Britain, Ct., on installing some sort of a fire fighting apparatus on Worthington Ridge. The fire protection question has been the subject of discussion for the past several years, but nothing has been done regarding it. The fire district voted recently that a number of fire extinguishers be purchased and one be given to every home on the Ridge. This extinguisher will be large enough to extinguish a fairly large blaze. It is planned to have a platoon of fire fighters, who will be trained to use this chemical apparatus, and will be ready to answer any fire call on the Ridge. It is probable that several hundred dollars will be spent in securing this necessity. The matter of having a fire gong to notify the public of a fire on the street was postponed until a later meeting. However, the bell at the Congregational Church may be used, as it has been in the past.

Through some clerical error, the Melrose, Mass., city government recently voted to the firemen an increase in pay amounting to about $50 a year, instead of $150 a year. The error was not noticed until a couple of days later when the firemen, believing the small increase to be purposely granted, waxed wrathy and several of them visited the Mayor and threatened to resign on the spot. Other city departments had received the larger increases. The matter has now been straightened out, however, by the further amendment of the ordinances granting the additional sum. To the firemen, therefore, belongs the unique distinction of having had their pay raised twice in as many weeks by ordinance, this being the first time in the city's history such a thing was done.

George Howard Friend, the oldest member of the fire department in Gloucester, Mass., died in the summer home of his son, Howard M. Friend, in Hamilton, in his 74th year. Mr. Friend joined the department in March, 1866, thus having a continuous membership of over 54 years, but he had been prevented from active work the past few years owing to poor health. He leaves two sons, Howard M. Friend, of Gloucester, and George W. Friend, of Lynn.

James Hobco of Clifton, N. J., a deserter from the navy, confessed in Boston June 30 that he set fire to five hotels there within a week, according to a statement from police headquarters. He is charged with arson. The police said he would probably be sent to a psychopathic hospital for observation because of his explanation that he had "wheels in his head." The man apparently went to each hotel to set it afire. In each case the blaze occurred in the early morning and started a short distance from the room occupied by Hobco. Aside from the alarm caused to guests and the damage to property, the succession of

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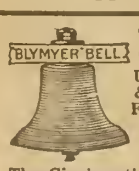

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fires night after night had aroused great anxiety among hotel managers and extra precautions had been taken to guard against visits from the incendiary. The first of the fires occurred at the Adams House, the Boston home of Gov. Coolidge, on June 24. The day after it was the Hotel Hollis, and on June 26 the Hotel Brewster was fired. The damage in each case was small. The American House was the scene of a fire which caused $10,000 loss and endangered many persons. The Hotel Essex was next selected by the firebug for a visit, but the flames were extinguished with minor loss. Hobco, who had registered under an assumed name, was arrested at the Essex because of peculiar actions. The police said he admitted setting the last four of the fires, but claimed he had no knowledge of that at the Adams House. The police of New York were notified of the arrest with a view to investigating the possibility that Hobco was responsible for a somewhat similar series of fires in hotels there recently. The record of Hobco's incendiary activities was increased later in the day when he was identified as a guest at the Hotel Vienna on June 21, when a fire occurred there. He admitted having set the blaze, which caused only slight damage. Hobco pleaded guilty and was held in $10,000, the court ordering a plea of not guilty to be entered.

Middle Atlantic States

William J. Brennan, Director of Public Safety of Newark, N. J., has expressed his disapproval of Newark firemen attending the convention of the National Firefighters Union in St. Louis in September. He has put in force a rule that no fireman shall leave the city for more than twenty-four hours without stating his destination and getting permission. Director Brennan said he is opposed to outsiders meddling in the affairs of Newark, and that the 'firemen are city servants, sworn to uphold the law, and must not take dictation from outsiders."

An instance of bravery and intelligent team work by members of the Baltimore fire department, which resulted in the prevention of a serious loss by fire was revealed to the Board of Fire Commissioners in a letter which was received from G. O. Every, of the Clarence Cottman Company. The letter follows: "On more than one occasion I have had reason to notice the promptness and intelligent efficiency of the men constituting the crew of the Fireboat Deluge, but have never had this more forcibly called to my attention than on the first day of June when they were called to a fire of serious possibilities on the steamship East Wind with a cargo of sulphur at our discharging pier at Canton. Under the guidance of Lieut. Travers, these courageous men, without a second's hesitation, plunged into the hold of the ship reeking with shifting fumes of burning sulphur and by intelligent team work and skilful l adership, promptly extinguished the fire."

Capt. James McCabe of Truck Co. No. 2, Newark, N. J., was given a farewell party by men of his platoon in the fire house in Plane street. On behalf of the firemen, Chief Engineer Moore presented the captain with a traveling bag. Capt. McCabe sails for Ireland to visit relatives. He has been allowed a leave of absence by Commissioner Connelly. A musical program was rendered by members of the platoon and speeches were made by Battalion Chief Dolan and others.

In accordance with orders issued by the administration of Watervliet, N. Y., members of the M. Kelly Hose Co. vacated their quarters on Twenty-first street, which have been occupied by the fire organization for more than fifty years. The officers of the former fire organization have secured a lease of the rooms over the Bridge Store at Nineteenth street and Broadway, which will be used as clubrooms for the members of the disbanded fire company. The furniture owned by the company was placed in the new rooms. Merritt Carhart, captain of the company. stated that since the city officials had declared the company disbanded, many former members of the company had again become identified with the organization, and the membership at the present time was more than 100, which included many of the prominent residents in the upper section of the city.

Erie, Pa., firemen voted for overalls for use as house uniforms during the summer months. City officials have consented to the request and the popular dress will prevail. Difficulty, however, has been encountered in obtaining the material. Organization of many overall clubs throughout the country has created a local shortage of blue denim.

The Hyattsville, Md., fire department has elected these officers for the ensuing year: Chief, John Fainter; assistant chief, R. A. King; financial secretary, Stewart Canvin; recording secretary, Thomas Foster; treasurer, S. J. Kelly; captain motor truck B, R. A. Garrison; captain Reel No. 1, J. L. Zimmerman; captain Truck A, R. J. King.

Police Captain John P. Leary, one of the eight New York policemen awarded gold medals for bravery in the Windsor Hotel fire many years ago during a St. Patrick's Day parade, and in which many lives were lost, died at his home, Morris avenue, St. Albans, L. I., of heart disease. His death occurred one day after he had been assigned to a new post at the Clason Avenue station in Brooklyn.

The parade of the Bucks County, Pa., Firemen's Association marked the second day of Bristol's 200th anniversary as an incorporated municipality. It is estimated that more than 5,000 visitors, besides the 11,000 inhabitants, witnessed the parade. There were approximately 1,500 fire-fighters in line of march, representative of twenty-two companies.

The Eastern Union and the Western Union of Underwriters have relinquished the supervision of the local fire patrols or salvage corps in their respective territories to the Committee on Fire Prevention and Engineering Standards of the National Board of Fire Underwriters. This matter has been under consideration for some time and has been the subject of several conferences. These various local fire patrols have grown up under different conditions. Some of them have been satisfactory to the companies which support them , but others have not. They cost a good deal of money in the course of a year, and it was finally decided that the best results could be secured through having them placed under the supervision of one organization whose membership comprises nearly all the insurance companies on which the major portion of the expense falls.

Boy Scout troops are to be formed and attached to the fire houses in Passaic, N. J. Commissioner Preiskel says: "Boy Scout troops are to be formed and attached to the fire houses in Passaic, N. J. We want as many troops of Boy Scouts formed in our fire houses as can be accommodated. I want to offer a prize to the fire house developing the best troop. We want to set the pace and maintain a lead on all other municipalities and really 'do things' in scouting. I cannot think of any work a man could have in which he would be more

privileged or be able to render a greater telling service, than the work of assisting in the training of the youth." The troops attached to the fire houses will be specially trained in the prevention of fires, handling of rope lines, etc. Special requirements will be adopted for this branch of the work, with the possibility of the adoption of special insignia for the scouts who become members of such troops.

Southern States

Chief Cody of Atlanta, Ga., has addressed the following invitation to Chiefs who will attend the annual convention of the I. A. F. E. at Toronto: "Beg leave to extend you a cordial invitation from the City of Atlanta, Georgia, to meet at any selected date, under the desires of the Convention. The association is acquainted with the history of the Atlanta Fire Department and its participation in the affairs of the association since 1878, up to the present date. Inasmuch as next year the convention should select some southern city for its meeting, we desire to place ourselves in the position of inviting and guaranteeing the attendance, every facility for business transactions, social functions and the combination of business and pleasure. Moreover, our associate members and manufacturers shall be extended all the co-operation and floor space necessary for complete exhibits and demonstrations, as our guests. A welcome awaits you, as the Host of the Association, in Southern Hospitality Greeting! Trusting that circumstances, conditions and disposition will enable you to accept our invitation."

Fire inspection of buildings in Fort Smith, Ark., has revealed many dangerous conditions, but taken as a whole the hazards are pretty well confined, Maurice Brun, fire marshal, said. The inspection is a new feature of the fire department's work and has been established as one of the benefits of property holders are to obtain from the passage of the privilege tax. The inspection is being conducted by R. L. Spangler of the Bureau of Fire Prevention of the Arkansas Agricultural Bureau, assisted by officers of the department. It will be continued until every building in the city is inspected and the owners or occupants comply with recommendations to reduce the fire hazard.

Bids have been opened by the city commissioners of Oklahoma City, Okla., for the leasing of a building for a fire station to house the apparatus now at the station in Packingtown, which is to be abandoned. Under the terms of the bid the building offered for lease to the city must be situated within one block of the corner of Agnew and Exchange avenues. The Packingtown station is to be abandoned because of its poor location and, while the building will be sold, the city will retain ownership of the site. The temporary location will be occupied until definite arrangements have been made for the building of a permanent station.

Al. J. Buja, recently appointed a fire commissioner of New Orleans, was presented with a handsome diamond studded official badge by his friends at the Central Fire Station in Decatur street. The Twelfth Ward representation, several hundred strong, including the leading men of the various precincts, drove to the fire station in automobiles decorated with flags and streamers and Mr. Buja was accorded an ovation. Mayor Behrman, Chief Pujol of the fire department, Supt. Mooney of the police force and others prominent in public and private life were present. Hubert O'Brien, W. P. Dillon and E. J. Raymond were the three who arranged the demonstration among Mr. Buja's friends,

Panic

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THE fire record of the country contains no sadder tales than the losses which have occurred in school house fires. Lives have been lost repeatedly which could have been saved if the teachers had the immediate assistance of the city fire department.

Scores of cities have installed a city fire alarm box on each of their schools to make certain that the teachers will have the help of the firemen in fighting the fires and getting out the youngsters. If there is a single school house in your city without a fire alarm box, the children are being subjected to unnecessary risk. Take this matter up today with the School Committee. If you want additional information write us for our Bulletin, "Panic The Gravest Danger in School House Fires."

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Allentown, Pa. — Council considering motorizing fire apparatus.

Monticello, N. Y. — Movement under way for bond issue of $10,000 for fire apparatus.

Brackenridge, Pa. — New fire hose said to be needed.

Fayetteville, W. Va. — Lack of fire apparatus has led to destruction of principal business block.

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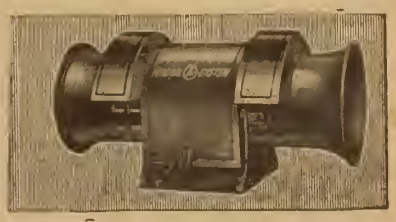

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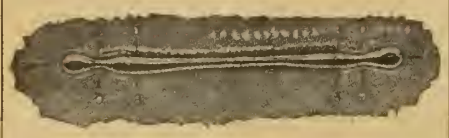

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and Mr. O'Brien acted as master of ceremonies at the presentation, introducing Conrad Meyers, representative from the Sixteenth Ward, as chairman. Mr. Meyers made a brief preliminary address, telling of the efforts now being made in the Legislature to better conditions for the firemen, and introduced as the first speaker Clem G. Hearsey of the Twelfth Ward. Mr. Hearsey briefly paid a tribute to Mr. Buja as a man of affairs, whose purpose is to promote the betterment of the firemen. Mayor Behrman was next introduced. The mayor gave an interesting history of the development of the paid fire department in New Orleans. In conclusion Mr. Behrman presented Mr. Buja with the gold badge, and congratulated him upon the possession of so many staunch friends and admirers. Mr. Buja, in a brief but direct reply, said that he would ever treasure the badge, and that it would always be his purpose to deserve and maintain the friendship manifested for him.

Two New Orleans firemen, Capt. Pujol of Hose Co. No. 1 and S. H. Buhler, driver of Fire Engine No. 31, were forced to jump from the decks of the motor launch Alert to escape death when an explosion in the engine room caused that boat to burn to the water's edge near the Carrollton bridge. A cargo valued at $20,000, including several automobiles and merchandise, was almost completely destroyed. A horse and cow, included in the cargo, were burned to death and a calf escaped when the flames burned the rope with which it was tied. The Alert, commanded by Capt. Alexander Faye of Fenton, Miss., was consigned to firms in Bay St. Louis. It is said that the fire resulted after the engine had back fired, causing the gasoline to explode. According to witnesses there was excitement on the ship during the futile fight to combat the flames. Following the alarm, turned in by Charles Wissenger, of Lakeview, the firemen boarded the blazing ship. Attempting to direct the water to the points of most vantage Capt. Pujol and Driver Buhler ventured to the side farthest from the shore. A sudden callapse of the hull caused the cargo to shift in their direction. To avoid being smashed against the rail or burned the men were forced to jump into the canal and swim ashore. Capt. Faye, running into the forward hole, attempted to halt the progress of the blaze by chopping a hole in the hull and letting in the water. Although burned on the hand he continued his efforts until driven out by the progress of the blaze. Hangers-on along the canal were successful in salvaging a portion of the cargo.

Middle Western States

At a meeting of the commission council of Oshkosh, Wis., a resolution was adopted providing that Fire Chief George F. Nodine be authorized to add fifteen men to the membership of the fire department. This action was taken at the request of Chief Nodine and is in line with the expressed determination of the chief and commission council to bring the department up to the highest possible degree of efficiency. The addition of fifteen will bring the total number of men in the department up to 55.

Five new members were added to the fire department of Terre Haute, Ind., by the board of public safety. The new members are Raymond R. Bakeman, Edward Peters, Harry Johnson, Clarence D. McGill and Stephen Gorka. The additions were made in the effort to enlarge the department with the double platoon system. New rules for the double platoon system were introduced by the fire chief and approved. The board took action to completely motorize the fire department. Bids will be requested to sup-

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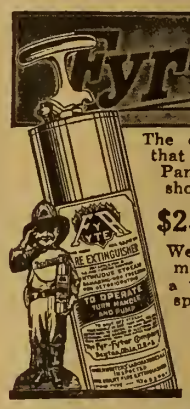

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ly three combination pumpers to replace iat number of wagons at stations 7, 8 and). Each of the new machines will cost pproximately $12,000.

A representative of the E. Bemus Co., hicago, municipal efficiency experts, arved at East St. Louis to make a survey nd investigation of the fire department ccording to A. W. Coffin, executive secreary of the War Civics Committee. Mayor . M. Stephens stated that, while not opposed to outside investigation, he thought his survey unnecessary. He declared the resent condition of community finance as due to mismanagement, but that it as his belief conditions could be investiated and alleviated by local parties.

Sturgis, Mich., is one of the first cities in ie state to standardize its fire hose conections. A standard thread has been dopted. The Michigan Inspection Bureau as arranged to provide the necessary tools nd services of demonstrators and assistnts to visit all the cities and villages of ie state and, wherever found necessary, recut the threads on all hose couplings nd hydrants. One object of this is to ren-er the equipment in one city available for se in any other city. Mr. Lewis, repreenting the Michigan inspection bureau, rought the tools to Sturgis, and with the ssistance of L. J. Adams and John Schwe-er of the fire department and Supt. Simpon and employes of the water department, ie entire equipment was gone over and all ireads brought to standard. The equipient comprised 3,400 feet of hose, 110 hyrants, 7 play pipes, 4 gates, 20 cast iron ydrant caps and spare couplings totaling 11 threads approximately three inches utside diameter.

The Fort Wayne, Ind., board of works nd board of safety recommended a petion to the city council asking for an inrease in pay for all city firemen. This ill mean a $180 a year increase for the hiefs, captains, lieutenants and sergeants nd a $15 per month increase for all firehen.

One fireman was killed and five others njured at St. Louis when the roof of a urning building at Eighteenth street and Vashington avenue collapsed, burying the iremen under the debris. The fire destroyd the second and third floors of the buildng, which was occupied by the Langan Bros. Furniture & Carpet Co. Eugene Ost, driver of Engine Co. No. 14, was buried nder the wreckage of the roof and his hest crushed. He died on the way to the City Dispensary. Other firemen injured vere: J. W. Moeller, Hook and Ladder Co. No. 2, suffered a fracture of the left leg when he stepped through a skylight on the roof of the Women's Christian Home, a building adjoining the burning structure. Frank Utter, Salvage Corps No. 2, suffered a fracture of the left leg when he stumbled n the burning building and fell. David H. Carney, Truck Co. No. 8, suffered cuts on the hands from falling glass. Lieut. J. M. Toohey and John Svehia of Truck Co. No. 21 were buried with Ost, but released themselves in ten minutes with the aid of rescuers. They were bruised and cut.

The Upper Peninsula firemen's tournament at Laurium, Mich., came to a sudden and tragic conclusion when Frank Belfry, driver for Houghton in the first heat of the second race on the sports program, caught his foot in the paraphernalia on a track and tripped, striking his head on the pavement. He died almost instantly. Belfry suffered a fracture of the skull, his neck was broken and his body was badly cut by the wheel of the truck as it passed over his body at the hips. Negaunee was chosen as the next tournament city and Julius Johnson of Negaunee was named to fill a vacancy as first vice president. Gladstone's team won the first race in 34 4-5 with Houghton second in 36 2-5. The first heat of the second had just started when the accident put a damper on all sports events and they were cancelled.

The Chicago Tribune prints the following letter: "I have read with interest several editorials of your paper on firemen's raise necessary to meet the high cost of living, and the morning we were greeted with the sad news of an $8 a year increase, which, after deducing 2½ per cent for pension, we have .02 10-73 cents a day. Has the city got our expenses figured down to such a close amount as .02 10-73 cents a day? We are forbidden to unionize or strike, as it would be a grave injustice to the public. But the organized labor got the full demands. John W. Sandberg, Hook and Ladder No. 6."

John F. O'Donnell, 52 years old, captain of Fire Engine Co. No. 52, a motorized company at Clayton and McCauslind avenues, St. Louis, was found dead in bed by his daughter, Mrs. Rose Dee, with whom he

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DENVER, COLORADO

Pomona, Cal. — Plans are being laid for forming a permanent fire protection organization. George Thomas has been appointed temporary chairman — object is to protect watersheds and water supply against forest fires, etc. As soon as organization is perfected equipment will be purchased.

Chief: Specify
CHRISTENSEN STARTER
for all your motor apparatus
THE CHRISTENSEN ENGINEERING CO.
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lived at 1014 Hodiamont avenue. A physician said that death was from apoplexy.

After a restless night, marked by hemorrhage, Isaac Gushard, Jr., fireman of station No. 2, Waterloo, Ia., was in a serious condition at Presbyterian Hospital, the result of injuries received in a headon collision of fire trucks responding to an alarm and on one of which he was seated with the driver.

Seven Wabash, Ind., policemen, their chief, John Chamness, and eight Wabash firemen and their chief, Louis Baldwin, presented their resignations to Mayor Smith July 1 and they were accepted, effective at 3 o'clock that afternoon. That night the city was without police protection and volunteer firemen were on the fire department to take care of any calls. The dissatisfaction which culminated in wholesale resignations had been brewing for several weeks. It started with a slight argument between some of the men employed at the city hall during the gasoline shortage. At that time the fire chief placed a lock on the city reserve supply of gasoline and the police contended that he had no right to do that. This grudge was nursed until it grew to such size that it was impossible for the two departments to continue at work in the same building.

The annual convention of the South Dakota Firemen's Association at Hot Springs was more largely attended than it has been for several years. Officers elected for the new year are: Charter Freney, Yankton, president; P. Hanson, Bridgewater, vice president; W. S. O'Brien, Pierre, treasurer; Walter Freeman, secretary; John Mueller, Hot Springs, Mat Behen, P. H. Coquellette, Miller, directors.

A list of cities was given with a comparison of firemen's salaries shows that of eleven cities of between 50,000 and 90,000 population St. Joseph, Mo., is at the bottom of the list. The salary of a fire department captain there is $1,400 a year, next lowest $1,500; lieutenant in St. Joseph $1,380, next lowest $1,560; fireman, first year, St. Joseph, $1,080, next lowest $1,200; second year, St. Joseph, $1,224, next lowest $1,300; third year, St. Joseph, $1,290, next lowest $1,400; fourth year, St. Joseph, $1,344, next lowest $1,500.

Three men were hurt none seriously, when the Dayton, Ky., fire truck upset at Sixth and Terrace avenues, Dayton, when responding to a fire at the Reeves & Grimm coal yards, Ninth and Terrace avenues. In the absence of the regular city fireman, Mr. Gramer, who is street commissioner of Dayton, drove the truck. As is the custom in Dayton when the fire alarm is sounded, citizens in the vicinity of the firehouse ride the truck, acting as volunteers at the fire. Blair, Schafer and John Pierce, of Third avenue, were the volunteers on the fire auto. Mr. Gramer drove down Sixth avenue, the main thoroughfare in Dayton, to Terrace avenue. He failed to turn the corner sharp enough and the truck struck the curb, skidded and crashed into a telegraph pole, knocking the pole to the ground. Mr. Gramer and the volunteer firemen were thrown off the truck.

Western States

Three firemen suffered painful injuries while working on the burning roof of a shack at Ninth and Jefferson streets, Oakland, Calif., which caved in at one of the many fires July 4 in Oakland as a result of fireworks. All were treated at the receiving hospital.

One of the best features put on at the Shriners' activities at Carvallis, Oregon, came in the pompier and lifeline drills from a twelve-story building under the direction of Fire Chief Thomas L. Graham. This was spectacular to the last degree, witnessed by hundreds of firemen and thousands of spectators. In one instance men jumped nine stories, were held by the life lines and dropped nicely into the nets. Drills were also held with the fire boats on the river. Chief Graham says the Portlanders did the drilling in superb shape and were complimented highly by fire chiefs.

At Salt Lake City, July 13, Lieut. A. H. Hancock received injuries from which he died, and four other firemen were injured, two seriously, when a fire truck responding to an alarm collided with a street car.

Three men were hurt and a dozen others narrowly escaped death or serious injury when fire department ladder truck No. 1 from the headquarters company collided with a Madison street cable car at Second avenue and Madison street. The front part of the cable car was literally torn off, the fire truck was disabled and traffic on Second avenue was demoralized for half an hour as a result. Almost every window in the cable car was shattered by the impact.

The city commission at Centralia, Wash., appointed Frank Rowswell fire chief to succeed Tom Cunningham, who lost his life recently while fighting a fire at the Hope block. Mr. Rowswell will assume his duties immediately. He has been serving as captain on the local force and his appointment meets with the entire approval of the other members of the force.

The Leader of Great Falls, Mont., says: "Officially separated as a candidate for the nomination of sheriff in the democratic primaries, may be set down certain as things go A. J. Trodick will not be a candidate for that nomination. For this there are two reasons, the first being that Trodick is in civil service as chief of the Great Falls fire department, and cannot run for a political office and hold the job according to civil service understanding—and the second reason is that Mayor Newman is opposed to any city employe running for office and at the same time holding a city job and disapproves of the candidacy. And so Trodick quits the game to save his job.

The volunteer fire department of Silver Bow Park, Mont., formed a permanent organization. R. McIntosh was elected fire chief; John Murphy, captain, and Sam Davis, Harry Reid and Matt Kermode as trustees. Another meeting will be held for the purpose of selecting a site for a fire hall.

Announcement was made at Provo, Mont., that Joseph W. Loveless, chief of the fire department, and his assistants, Don Park, Leon Bean and Clarence Beosley, will be succeeded at the fire station by Reed Boshard, Earl Clark and Scott Thompson. Boshard and Thompson are employes of the city. Mr. Boshard formerly was a member of the fire department. Chief Loveless and his crew recently asked for a raise in salary of $15 per month. Not getting a reply from the city officials as soon as they anticipated they tendered their resignations, which were accepted by the commission. It is understood that the newly appointed men may only fill the positions of firemen temporarily.

The members of the Silverton Volunteer Fire Department have received memberships in the Colorado State Firemen's Association. This membership affiliates the department with every department in the state and will help it in keeping informed of advanced ideas of fire fighting.

The One Book Indispensable to Every Fire Department, Large or small,

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FIRE RECORD

that shows when each alarm was received and how; location, nature and occupancy of building affected; value; insurance carried; total loss; insurance paid; chief officer present; companies responding; distance traveled; feet of hose laid; feet of ladders raised, etc., etc., etc.,—IN SHORT, every detail connected with each alarm that practical fire department experience has proven necessary, whether for legal purposes, reports or historical interest.

THE LAW DEMANDS IT

Such a record must be kept by each department in every State that has a State Fire Marshal — and in a number that have not.

YOUR TOWN DESERVES IT

No Fire Department may be said to be doing its full duty that does not keep in a permanent form a record of the work it does, so that tomorrow, or next month, or next year, or ten or fifty years hence, the citizens may know just what fires there were, what damage they caused and what service the Fire Department performed.

THEREFORE

Fire Service is now publishing a FIRE RECORD book that is in use in both small and large departments; that has the endorsement of Fire Chiefs of big cities as well as of villages; that has successfully met the acid test of actual daily use in places running from New Haven, Conn., with about 150,000 population, to Wellesley, Mass., with about 5,500 population.

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FIRE SERVICE

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Toronto's Fire Department

(Continued from page 10)

The contract with the American Fire Alarm and Police Telegraph Company called for the erection of a fire alarm apparatus in the city of Toronto on the following system of automatic telegraph fire alarm:

For the Central or Battery Station — One automatic electro-magnetic repeater, arranged for at least three independent circuits. Three galvanometers for indicating the exact strength of the electric current. Three lightning arresters for the protection of the apparatus. One mahogany table, upon which the foregoing apparatus is to be properly arranged. Sixty cups of the improved sulphate of copper battery.

For the Signal Stations — Twenty cottage-shaped cast-iron boxes, with hinged doors and combination locks. Five keys to each. Each station to contain the necessary mechanism and electrical arrangements for indicating its exact locality to the central station.

For the Engine House Gongs — Three electro-magnetic mechanical gong strikes, gongs to be at least thirteen inches in diameter. Three small call bells for ordinary use, one each to be placed in the chief engineer's office, the engine house on Court street and Fireman's Hall.

For the Signal and Alarm Circuits — A sufficient quantity of the best quality annealed galvanized wire to connect the various signal boxes, etc., with the central station in three completely metallic circuits (said quantity not to exceed 10 miles). All the poles used to be of sound timber, not less than thirty feet long, nor less than four inches in diameter at the top, firmly set in the ground at least four feet. The average time to communicate a general alarm is within twenty seconds. For the work the city of Toronto to pay the aforesaid sum of $5,400 Canada money, in cash, on the completion of the work to the satisfaction of the said fire department committee.

The Fire Committee further urged the necessity of providing additional fire engines, with a view to the want experienced in the east end of the city being also supplied, by the location of an engine in some convenient locality in St. David's Ward. The committee were of opinion, with regard to such further supply of engines, that the insurance companies should bear a portion of the expense of the same, and intend bringing the matter before those institutions.

Two sites were also purchased by the city this year (1870) for the erection of fire halls and the old fire hall on Berkeley street was altered and enlarged so as to make it suitable for a station in the east end. The Bay street hall was also remodeled and enlarged. New halls were built on Portland street, east side. corner of Little Richmond street (now Farley avenue), and on the west side of Yonge street, between Grenville and Grosvenor streets.

After the four new engine houses had been finished in 1871, the Committee on Fire, Water and Gas recommended the Council to purchase a fourth new engine, in order to make the engine houses complete for the purpose for which they were intended. The Council adopted the report and tenders were invited for a first-class steam fire engine, and the tender of Messrs. Silsby & Co., of Seneca Falls, N. Y., for $3,500 was accepted. The engine was named the "James B. Bonstead." after the then chairman of the Fire, Water and Gas Committee, and was stationed at the Yonge street fire hall. A sum of $3,600 was expended for hose during that year, and the committee reported that the Fire Department was then in a very high state of efficiency, both as regarded men and apparatus.

Now that the extra fire halls had been erected and the new fire engine procured, it was found necessary to increase the number of firemen and to re-organize the department. This was accordingly done, and at the end of 1871 the department consisted of one chief engineer, one assistant engineer, four engineers of steam engines, four firemen of steam engines, one bugler and forty men, divided into five sections of eight men each, being one section for each of the four engines, and one hook and ladder section, making altogether 51 men.

The engineers and firemen were on duty continually at their respective engine houses, but the other men only attended on occasions of fire. During the next two or three years nothing of any importance was done in connection with the fire brigade; it was very well equipped both as to men and engines and the fire alarm system gave it opportunities which it had never had before. In 1874 twelve additional fire alarm signal boxes were put up at a cost of $3,200.

The question of organizing a corps of paid firemen was brought up before the Council in 1874 by the Chief Engineer, who represented that it was impossible to render prompt service at fires when the men were all pursuing their ordinary avocations, and had to come from their work, probably miles distant from the business portion of the city, to attend fires.

The Council was urged by the Committee on Fire, Water and Gas to have a company of paid firemen organized who should devote all their time to the department, and to furnish them with chemical engines and other appliances so as to make them thoroughly efficient. The brigade was to consist of thirty-six men.

On the completion of some repairs to the Court street fire hall in 1875 a salvage wagon was procured and a salvage corps organized for the protection of property from damage by water on occasions of fire. The various sections of the fire department were also increased by the addition of one man each. Court street hall was abandoned in 1887, the appliances and men being transferred to the new central hall on Lombard street.

The permanent fire brigade was organized this year on the basis which had been recommended by the Chief Engineer and the Committee on Fire, Water and Gas. The brigade consisted of fifty officers and men at first at an annual cost of $39,916, which included the payment of 24 outside men, but soon the department was again re-organized, the 24 outside men were dispensed with, and the department was composed of the following: One chief engineer, two deputy chiefs, one electrician, one assistant electrician, four engineers, four firemen, seven foremen, and twenty-six men. The horses, with drivers, etc., were furnished by contract. This second arrangement saved the city about $6,500 per year.

In 1875 Mr. James Ashfield, Chief Engineer, who had been a member of the brigade since 1839, was relieved from attendance on fires owing to his long service, but continued to have a general oversight over the brigade, to make all purchases, etc., etc., at a salary of $1,000 per annum.

In 1876 the number of fire alarm boxes was ninety-seven. The department this year consisted of James Ashfield, Chief Engineer; Richard Ardagh, Assistant Engineer; five sections or companies of eight men each, one bugler, four engineers of steam fire engines, eight drivers of hose carts, one driver of hook and ladder truck —in all sixty-one men—with four steam fire engines, all in commission, hose carts, hose, hook and ladder apparatus and thirteen horses. There were four engine stations, the Bay street fire hall at the corner of Temperance street; the Yonge street fire hall, at the corner of Grenville street; the Portland street fire hall, corner Richmond street, and the Berkeley street fire hall, corner of Duke street. The hook and ladder and hose fire hall was at Court street, and a hose fire hall was on Queen street, west of John.

In 1876 the fire brigade was called out 100 times; there were seventy-two fires and twenty-eight unnecessary alarms. The losses, as nearly as could be ascertained, aggregated $165,758. The amount of insurance on property destroyed or damaged during the year was $244,900.

(To be continued)

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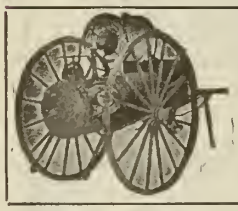

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FIRE SERVICE, 225 FIFTH AVENUE, N. Y.

FIRE SERVICE

THE 362nd CITY

Chief Miller Heartily in Favor of Two-Platoons for Richmond Ind.

Richmond, Ind., with a population according to the last census of 22,324, is the 2nd city to adopt the modern two-platoon system for its fire department. It is to be installed there August 1.

The Palladium of Richmond, July 7, said:

Richmond fire department will adopt the 10-hour day for the day men and 13 hours for the night men when the platoon system goes into effect, Aug. 1, Fire Chief Miller has announced.

The men who are on duty at night, with the exception of one man in each company who will be on watch, will be allowed to sleep, the chief said.

A number of plans were proposed but the firemen favored the above system. They were allowed to express their preference, Chief Miller, who sent a questionnaire to the various engine houses asking the men to vote for the system that they would prefer have.

Recommendation of the 11 and 13 hour system has already gone in to the board of works, and it is expected to approve the chief's report at the next meeting.

Many applications have already come in for the new positions that will be created, when the system goes into effect. It will be necessary to hire 13 more men than are employed now.

Sponsors of the new system are enthusiastic. They claim that from the humanitarian standpoint, the two-platoon system is best, that it is equally good from the standpoint of fire protection, and that there is no comparison between the new system and the continuous service system from the standpoint of a contented personnel.

It has been claimed that firemen released from duty on the off shift under the platoon system will not respond to double alarms. Advocates of the system insist that Richmond firemen will not pay any attention to the fact that they are off duty, but will respond to all serious alarms regardless of what shift is supposed to be on duty.

Meal hours will be eliminated under the new system, thus affording a stronger fire fighting force on hand at all times. It will also attract a higher grade of men to the service and is a natural step forward toward the goal of better fire protection, the chief said.

OFF SHIFT RESPONDED

Historic Church is Saved and Pastor Expresses His Gratitude

High commendation of the work of the Hartford, Conn., fire department at the fire in the South Congregational Church, was expressed in a letter written to Chief Moran by pastor of the church, the Rev. Warren S. Archibald.

The letter was read to the fire board at a meeting and the fire chief was asked to reply, expressing the board's appreciation of Mr. Archibald's action. Mr. Archibald wrote:

"May I thank you and all the firemen for the efficient service they gave in saving the South Church from fire? We are very grateful to you and very appreciative of your excellent, prompt and skillful work. The South Church is one of the most colonial public buildings in New England and its preservation is a vitally important addition to the choice beauty of Hartford."

Chief Moran cited the names of the following firemen who were on the off-platoon who reported for duty and worked at the South Church fire: Capts. C. J. Daly, P. C. Kirby and M. Meade, firemen J. J. Grennan, G. Bedford and substitutes W. J. Hannon and C. J. Glynn. L. J. Temple, who was on his vacation, also reported.

A committee of the board, which is working on a plan to issue special credit cards for special service, will bear these names in mind.

STANDS UP FOR PLATOONS

Ringing Words of Chief Ryan of Galveston in Commendation of the New System

Galveston, Texas, July 15, 1920.

Fire Service,
New York.

Dear Sirs — Enclosed you will find a copy of a communication which I have sent to the editor of the Firemen's Standard, in which I have taken exception to certain statements made in their publication of July 1, 1920.

The copy of this letter is self-explanatory in regard to this matter, and you may use it at your own discretion whenever you see fit to do so, as I know your publication to be modern and uplifting in every respect.

Very truly yours,
J. J. Ryan,
Chief of Fire Department,
Galveston, Texas.

Galveston, Texas, July 15, 1920.

Firemen's Standard,
Boston, Mass.

Dear Sirs — I received a marked copy of your brilliant publication, "Firemen's Standard", of July 1, 1920, and contents carefully noted on page 13, in which you state that "gratitude is apparently not one of my strong points."

For what have I to be grateful? For spending twenty-five years of my life in an engine house under the continuous "Convict System," being allowed twenty-four hours off out of 168, to attend church, to be with my family, and attend to other affairs.

You state that the old system produced many of the ablest and best known chiefs and firemen of history. Would they not be just as efficient and more so if they had been trained under the modern two-platoon system?

I wonder, brilliant editor, have you ever performed actual service in an engine house under the continuous system. I vouch that you have not.

Any fair minded man would never have made the statement you publish when you say: "The firemen as a class were better contented under the old system than under the new."

Show me any fireman that was better contented under the old system than under the new, and my convictions are that you have found a man that is either mentally deficient or is indifferent as to his future.

Your front cover displays: "For forty years devoted to the interests of Firemen and their Organizations."

If ever facts were misrepresented, you certainly are a peer in that line, as one only has to read a few pages of your esteemed publication, to understand that your firemanic views are ancient, that your magazine is retrogressive instead of progressive, and it is simple to read between the lines that you are opposed to two-platoon systems for fire departments, that you would keep the firemen in the "quagmire of human slavery," instead of aiding them to secure better living conditions, and the sooner they realize that your publication is not their friend, the better it will be for all concerned.

Please publish this communication if you see fit to do so, as I have never "backed water" and am always ready to stand back of any statement that I may make.

Very truly yours,
J. J. Ryan,
Chief of Fire Department,
Galveston, Texas.

Off Shift Responds

The following named members of the Somerville, Mass., fire department were commended in general orders for reporting to alarms on their off time: Lieut. Webber, of Engine 1; Lieut. Timson, of Engine 2; Lieut. Young, of Engine 4, and Lieut. Rametti, of Ladder 2, Firemen Larson, Sterling, Melvin, McNamara, Fennelley, Powers, Prevort, Campbell, Gammon, David, Dowd, Blaney, Hall, Emery and A. Collins.

Lieut. Rametti responded twice, as did Melvin and Hall. Prevort went to three such alarms, while Gammon answered four times while off duty. All the rest of the men answered once.

Chief Resigns, Poor Pay

Chief Fred Chapman of the Rockland, Mass., fire department has resigned his position. Chief Chapman gives as his reason the small salary that is paid. He has been receiving $250 per year and some time ago applied for a raise, but it was not granted. He has been a member of the department or the past 16 years.

DANGEROUS FILMS

The "Unburnable" Kind Burst Into Flames in Presence of Marshal Bringhurst

To the Editor — Many have a mistaken impression that the public safety committee and the fire marshal are opposed to the showing of moving picture films in schools and other public places.

Nothing could be farther from the truth. We thoroughly understand the advantages in the use of films and would like to encourage it.

We are simply enforcing the ordinance, which requires that these extremely inflammable films shall be shown under safe conditions, and so far no device or machine has been brought to us that appears to warrant modifying the conditions imposed by the law.

There are kinds of non-inflammable films that do not need the precautions with which the ordinary variety must be surrounded, but these are not so popular because of the lesser number of subjects to choose from.

The dangerous kind is of much the same composition as gun cotton, and the mere fact that it is more commonly used does not make it safe. The adroit salesmen for the machines are under no responsibility and therefore can make such statements as they please.

For three or four months they and their misguided friends have beeen doing everything possible to get the ordinance amended so as to cut out the necessary safeguards. Since their campaign started, a man showed one of these unprotected devices in a Seattle schoolroom into which most of the pupils in the building had been crowded, the film took fire in a manner that all the interested folks have declared impossible and only the good work of those in charge prevented a disaster.

When a salesman for another machine was demonstrating to the public safety committee of the city council that the film in the magazine of his unprotected device could not possibly ignite and therefore the ordinance was unnecessary, it did take fire and the immense volume of smoke showed the danger beyond a doubt.

The committee was unanimous in refusing to change the law, which simply means that while there is no more objection to the showing of films than there was before, the machines must be in competent hands and surrounded by either a permanent or a temporary booth.

There are very few days in the year when somebody is not trying to break down the city's safety regulations for his own advantage.

Harry W. Bringhurst,
Seattle, June 24. Fire Marshal.

FIRE MARSHALS CURBED

Supreme Court Holds Act Increasing Their Authority Is Unconstitutional

The Supreme Court of Illinois has declared unconstitutional Sec. 9 of the state fire marshal act, which provides for the condemnation of buildings, which "for want of repair or by reason of age and dilapidated condition" are especially liable to fire. Justice Stone prepared the opinion concurred in by Justices Farmer, Thompson and Duncan. Chief Justice Cartwright and Justices Dunn and Carter dissent, the two first named filing dissenting opinions with the views of which Justice Carter agreed.

The majority opinion holds that Section 9 undertakes to give to local authorities and the state fire marshal authority it cannot constitutionally delegate to them.

"The legislature cannot delegate to a single officer the power to arbitrarily determine the property rights of citizens in this manner," says the opinion.

"Discretion vested in him leaves it entirely within his power to condemn one building and leave another shown to be in the same condition. Instead of being a uniform law applicable alike to all similar buildings throughout the state, it is subject to the varying opinions of the different fire marshals in the several localities on their successors in the same localities. It is an arbitrary discretion and opens the way for unjust discrimination."

The dissenting opinions hold that it is impossible for the legislature to define exact conditions which would render a building dangerous. It must leave the initial determination to some administrative agency, say the dissenting judges, and Section 9 does not constitute an unwarranted delegation of authority.

They deny that decisions can be arbitrarily enforced, since they are subject to review in the courts where the marshal must file complaint and establish a case before collecting penalties. Justice Dunn compares the discretion given in this act with that given authorities in act or authorizing them to pass on the qualifications of persons to hold licenses, in determining what is immoral or obscene and the like.

Activities of the fire marshal's office will be greatly curtailed by the decision of the court.

THE COLORADO CONVENTION

Prizes To Be Awarded and Other Tournament Details

The fire departments of Englewood and Littleton, Colo., have completed all arrangements and invite all departments to send teams to compete in the tournament at the Convention of the Colorado State Firemen's Association which will be held there all days from August 24 to 27, inclusive.

In addition to the cups given through the State Association are the following "cash prizes":

Wet test contest, for volunteer departments only:
First prize, $150.
Second prize, $100.
Third prize, $50.

Hub-to-hub contest, for volunteer departments only:
First prize, $100.
Second prize, $75.
Third prize, $50.

All departments are invited to enter one member in the 200-yard dash, the prizes for which event will be:
First prize, $100.
Second prize, $50.
Third prize, $25.

The ladder climbing contest is open to all members in good standing in the association and the prizes follow:
First prize, $100.
Second prize, $75.
Third prize, $50.

The coupling contest is also open to all members, the prizes for which are:
First prize, $30.
Second prize, $20.
Third prize. $10.

There will be additional events for which suitable cash prizes will be awarded. The cups and cash prizes given in this tournament are of greater value than those awarded at the St. Louis World's Fair.

On the Honor Roll of the Colorado State Firemen's Association for the past month have been placed the following:

Goldfield Fire Department, Chief Fred J. Curnow.

Windsor Fire Department, Secretary John H. Comin.

Aurora Fire Department, Chief A. Rosemeier.

Greeley Fire Department, Chief C. P. Chetwood.

This makes the total active members 62.

Headquarters at Denver has had numerous visitors recently, among others being Chief Shellabarger of Castle Rock, Asst. Chief Kruse of Loveland, John Winter of Englewood and Jeff Keller of Louisville.

The following trophies will be awarded in the coming tournament:

The Governor O. H. Shoup Cup, to winner in wet test contest.

The Gentlemen's Driving & Riding Club. to winner in hub-to-hub contest.

The Yeager Mortuary Cup, to winner in 200-yard dash.

The Eureka Fire Hose Co. Cup, to winner in coupling contest.

The Julius Pearse Fire Dept. Sup. Co. Cup, to winner in ladder climbing contest.

Gates Oil Co. Cup, team attendance cup.

The Seagrave Co. cash prize of $50 for competing team traveling greatest distance. The Denver Firemen's Protective Assn. cash prize of $25 for delegation of five or more members traveling greatest distance.

In addition to the tournament feature of the convention there will be the following demonstrations:

The United States Department of Agriculture, motion picture films on fire prevention and a demonstration on dust explosions in elevators and mills.

The Denver Gas & Electric Light Co., showing the fire resisting qualities in the tar and gravel roof. A building will be destroyed in this demonstration.

The Rocky Mountain Firefoam Co., showing the use of firefoam in extinguishing fires of various kinds, and particularly fires in gasolene, oil and other hazardous risks.

In addition to the above there will be exhibitions in life saving, rope tying, etc., and many other features of an instructive nature. There will also be a display of fire apparatus and fire fighting appliances.

The Joint Committees of Englewood and Littleton are sending a supplementary letter covering the cash prizes to be given for the different events and they request all departments intending to compete to send in their entries at once.

Fireman Is 82

T. B. Burgert, 82, believed to be the only surviving member of the old volunteer fire department in Canton, Ohio, in 1854, is still in active service as a fireman. Burgert, despite his advanced age, is a member of the volunteer department at Galion, and takes an active part in the work of the department.

FAVORS TWO PLATOONS

Chairman of Camden's Fire Committee Would Install New System

Camden, N. J., firemen are once again ıerishing fond hopes of getting the long-ılked-of two-platoon system.

Many months ago a publicity campaign as waged in an effort to bring about bet-r working conditions for the firemen, but ıe to after-war conditions the project as abandoned.

Now there is a real ray of hope for the emen. The fire committee of Camden ity Council has consented to hear them ıd consider their request for twelve ours' duty instead of twenty-four.

Joseph Forsyth, the new chairman of e fire committee, is working earnestly r the two-platoon system. He has ar-nged to have the matter brought before e committee and there is a strong possi-lity that it will recommend to City Coun-l that steps be taken to give the firemen ıat they seek.

Councilman Forsyth said he was whole-heartedly in favor of the two-platoon system, which will give the firemen some time to spend with their families.

Camden has 120 firemen. They are in the firehouses day and night except the hour allowed for each meal. At meal hours they are able to go to their homes. A Camden fireman is on duty always. Even though he gets off on every fifth day he must respond to an alarm.

The firemen are compelled to sleep in their clothes, even on the hottest day and night in summer. They are permitted to take off their shoes only. So says the Philadelphia Ledger.

Trenton and Camden are the only two big cities in New Jersey that have not adopted the two-platoon system. The Camden firemen are optimistic over the chances for the success of the system. They may not get it this year, but feel sure the councilmen will devise plans to give them a twelve-hour day by 1921.

IN LIEU OF TWO PLATOONS

St. Louis Firemen to Seek Court Ruling to Gain 8-Hour Day

St. Louis Firemen's Union is considering e advisability of taking court action or pealing direct to a vote of the people to termine whether the firemen are entitled an eight-hour working day, says the St. uis Post-Dispatch.

Capt. John J. Manion, president of the ion, said the first step would be to seek gal advice as to whether firemen can be ıssified as skilled laborers. If this clas-ication should be justified, he said, they uld either ask the courts for a ruling to at effect or circulate initiative petitions r the submission of the question to the ople at a regular or special election.

Firemen of St. Louis now work 48 hours d are off 24 hours. In addition to the ff time," they have three hours in the -hour period for lunch. Their pay is 40 a month.

Manion said courts in other states had ıced firemen in the skilled labor class, d that if this should be done in St. Louis firemen would be entitled to an eight-ur day under a provision of the city arter.

The charter provides that, "except in ergencies," all mechanics and skilled la-rers employed by the city shall work ly eight hours a day.

Various efforts have been made to read-st the hours of St. Louis firemen, but s has always been declared impractica-, mainly because a readjustment of urs would involve additional expense. y officials estimate that the establish-nt of eight-hour shifts in the Fire De-rtment would necessitate the employ-nt of 500 more men and involve an ad-ional annual expenditure of $700,000.

Recently when members of the union eatened to resign unless their pay uld be increased, Mayor Kiel assured em he would do all in his power to ar-nge a working schedule which would en-le the firemen to spend more of their ıe at home with their families.

A 12-hour shift was suggested, but this n fell through. An effort was then made arrange a 24-hour shift but this was t with the same fate.

Comptroller Nolte said the condition of city's finances would not permit addi-nal large expenditures and he would oppose an 8-hour shift for firemen if it would entail added expense in operating the Fire Department.

The St. Louis Globe-Democrat says:

"An attempt on the part of the local union to improve the working conditions for firemen in St. Louis by inaugurating the so-called 'two-platoon' system failed several weeks ago, when it was discovered that a system of this kind would necessitate an increase in the number of firemen. Under the two-platoon system the men would work twenty-four hours and be off duty the next twenty-four hours.

"When the plan was submitted at a conference held by Mayor Kiel, Director of Public Safety McKelvey, Fire Chief Panzer and a number of district chiefs, it was contended by the spokesmen of the union, that the change could be made without increasing the force

"Fire Chief Panzer, however, stated that the engine house crews at present were barely sufficient in number to properly handle the apparatus and that under the proposed system half of the entire force would be off duty every day.

"Capt. Manion said that the union had practically abandoned hope to obtain relief through the two-platoon system and that therefore it had been decided to call upon the Supreme Court for a ruling as to how the firemen should be classified. He said that if it should be found that the men are entitled to an eight-hour day the city, under its charter, would have to increase the force."

Before the adoption of the new standardization ordinance the St. Louis firemen had presented an ultimatum to the city officials asking for a minimum wage of $150 a month and threatening to resign unless the request was granted. Following an appeal by Mayor Kiel and McKelvey, however, the men voted to abide by the provisions of the standardization law and to await more favorable conditions before pressing their requests. Kiel at that time promised the firemen that "everything possible" would be done to improve their working conditions.

"The firemen are not being treated as they should," Manion said. "In the last three months we have lost three of our members, who were killed while discharging their duties. More than a score of others were more or less seriously injured while fighting fires. We are sacrificing our lives to protect the life and property of the citizens and we are entitled to better working conditions."

A rumor that the St. Louis Firefighters' Union had decided to break away from the international organization and form a body of its own was vigorously denied by Manion. He said the union would not abandon the international organization and would also "stick to" the American Federation of Labor.

"A Regular Book"

Garfield, N. J., June 26, 1920.

Fire Service,
New York.

Dear Sirs — On June 19, 1920, Fire Co. No. 2 entered the different contests at the New York and New Jersey Firemen's Convention and took home the bacon in a pumping contest. The time was 1 minute and 21 seconds after running 800 feet, lay 100 feet hose and hit back stop, which was 175 feet from nozzle end.

Our apparatus is called "the Big Mike," better known as the Mack truck. It is a triple combination and will hold its end up with any other pumping motor machine on wheels.

Our truck (called "Big Mike") did some great snow plowing on Feb. 4, 1920, in answering to an alarm at 2.15 a. m., going through 3-5 feet of snow.

Speaking of Fire Service, any volunteer company that wants to learn or study different articles in regard to fire departments, should read Fire Service, because it is a regular technical book every week for all fire fighters.

Charles Lohsen,
Chief, Garfield, N. J., Fire Dept.

Horses A Nuisance

Following an inspection of fire houses today the City Council's committee on fire department decided to recommend the abolishment of the auxiliary horse drawn engine and substitute in its place a motor vehicle, probably a combination wagon.

Engine No. 4, in use for more than 20 years, is the horse drawn kit doomed to go. It is the practice of the department to change the kit from one fire station to another periodically, where it is held in reserve. As the horses must be changed around also, this method is looked upon by the councillors as somewhat of a nuisance, and requires an unnecessary expenditure.

The committee laid good claim to its title today by its visit, which was somewhat unusual, considering that most council committees prefer to confine their administrative duties to hearsay.

Members of the committee looked over all kit, which they found in first-class condition, and closely inspected everything designed for welfare and comfort of the fire-fighters.

While it is possible that the motor kit desired may be purchased new, a member of the committee advocated that instead of buying a new reserve kit, a new car could be purchased for the western district chiefs and allow the Pope-Hartford squad A machine to be placed in reserve. This piece of kit is already equipped with a chemical tank and also carries hydrant lines, and could be used either as a chemical or a hose wagon. Although the first piece of fire-fighting auto apparatus purchased by the city, it is today one of the most serviceable in Lynn. At present it is used as a chief's car in the western district.

The old machine used by ex-Chief Harris has also been used upon various occasions, but is nearly ready for the junk pile. — Lynn, Mass., Item.

FIRE SERVICE

Issued every Saturday in the Interests of Fire Fighters by

FRANK K. KAUFFMAN
at 225 Fifth Avenue - - New York

FIRE SERVICE is the only national weekly in America devoted exclusively to the Fire Service.

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The Barrack System

When the new regulations went into effect June 28 in the London fire brigade it marked the end of the barrack system in the largest city of the world.

The barrack system, under which the men lived in the engine houses, had always excited the ridicule and contempt of visiting firemen in England from this side of the Atlantic. They pointed it out as peculiarly British and loathsome. They said it showed the singular servility of the British lower classes which could only exist under a monarchical form of government and a hereditary aristocracy beneath which the workers were squelched.

They pointed by contrast to our free and glorious country, but were careful not to go into details.

For, as a matter of fact, the barrack system and the continuous service system were one and the same. They differed only in name. It was modern slavery masquerading under words.

What difference does it make what you call it, when men are compelled to live in engine houses, to be on duty 24 hours per day, to have no homes openly and if they have on the quiet to keep their mouth shut about it, to once in a while have "a night off" beginning at 3 a.m., to eat one meal a day or two meals a day as accident permitted, to sleep in wet clothes, to surrender the right of attending to religious duties and to practically abandon a father's position as the head of his family?

Such was the barrack system and such was the continuous service system which still persists in the fire departments of many of the largest American cities.

Nothing more repellant to modern white men's ideas or more opposed to public policy on the larger scale could well be imagined. It was not a thing that the fire service could boast of. It was a thing that the fire service ought to be ashamed of.

This was demonstrated by the celerity with which the system went down and out as soon as it got a straight punch on the end of the nose from this journal. The whole fabric collapsed like a rotten cabbage and now the fire service is making belated efforts to make itself respectable in the eyes of the world, which held up its hands with holy horror as soon as we put the searchlight on what was going on behind the closed doors of the fire stations.

It is not altogether true, however, to assert that the whole of the public did not know what was going on in the fire service. They suspected the existence of this system of slavery and were careful to turn the other way and speak about something else.

For the public were the beneficiaries. They pocketed the profits of this infamous system, which they permitted to remain just so long as the firemen did not make a holler about it, and as soon as we set up the desired holler the people wiped it out with a gesture of indignation saying they had never heard of it before.

The barrack system of England and the continuous service system of America being one and the same thing, had an identical origin. The purpose was to get a lot of men to work cheap 24 hours per day, risking their lives, sacrificing their homes, giving up their religion and ruining their health for uniforms, badges, salutes and "bravery bunk."

Everybody called them "heroes." They were the recipients of all kinds of boquets received at the hands of the humblest reporter up to the head of the state.

Statesmen, ministers, scholars, mayors, newspapers and the Fire Insurance Trust were never tired of telling the firemen with emphasis that the lives and property of everybody were "in their charge," that everybody "had confidence in them" and knew that they would do "their duty" and in short that the humblest fireman (while alive) was a greater hero than Alexander the Great or Napoleon Bonaparte.

And the firemen fell for it! They never looked facts straight in the face and asked, if they were such wonderful beings, why they were being treated worse than convicts in the penitentiaries. If the lives and property of everybody were in their charge, why were they not paid as much as a bricklayer or plumber? If they were so invaluable to the state, why could not the state hire a few more firemen and let the staff get a decent night's rest?

For the barrack system and the continuous service system were in fact the worst examples of "sweating" by the official classes that has been turned up in ages.

The whole fire service was being run "on the cheap" simply because the firemen were willing to accept tin badges, papier mache boquets and uniforms with shining buttons instead of the kind of treatment that a white man is entitled to.

Let the firemen surrender to the Fire Insurance Trust the name of "hero" in exchange for two-platoons.

Let the city keep its tin badges in exchange for a raise in pay.

And let the Mayor keep his vague promises of "pie in the sky when you die" and come across with a square deal for firemen here on earth!

The Fire Patrol

The fire patrol of Worcester has been put on a two-platoon basis. This would be of little more than local importance but for the fact that it clearly shows what is going to happen to every fire patrol in the United States.

The fire patrol is maintained by those well-known philanthropists and "friends of the people," the fire insurance interests, who, according to their own statements, are seeking only the welfare of the nation and the uplift of the human race.

But for years they have been fighting the two-platoon system, and they were successful in killing it off until we took it up. They kept feeding the "bravery bunk" to the firemen to prevent them from thinking of their rights, but under the surface they lost no chance to annihilate platoons, well knowing that the system would cost them what Mr. Micawber called "a round sum."

And now they are up against it. They have got to come across. They have got to give the firemen working for them decent living conditions, or else there will be no fire patrol.

For in every city where the two-platoon system has been adopted, numbering at present over 350, men will resign from the fire patrol to get jobs on the fire department where modern conditions prevail. In this way the fire patrol was going to pieces, the best men leaving to get in on platoons on the ground floor.

So, in order to stop this disintegrating process, the fire insurance interests came out with the statement that they had adopted the two-platoon system for the fire patrol, "so as to give the men a well-deserved rest" and as "a generous recognition of loyal service." Just why their firemen did not merit a rest and a recognition of loyal service twenty years ago they fail to explain.

But one thing is certain, that from now on wherever there is a fire patrol alongside of a municipal fire department, the fire insurance interests will have to dig down in their jeans and do the patriotic act again.

"An Uneasy Feeling"

For some time there has been rumors and statements from citizens that the fire alarm system is not satisfactory, that boxes have been pulled and did not register, and sometimes registered the wrong number. With hundreds of thousands of valuable property at risk, and dependent on this alarm system to function, the failure of the system to work properly is one of the most serious.

If the present system is not adequate, then it should be discarded at once. If there is trouble that can be remedied, then it is time that it is remedied. Like a gun in the days of the wild and woolly west, it is needed but seldom, but when that need came —

Somehow, the fiasco of the fire alarm Monday night, followed so closely by other statements of failures of the system, leaves an uneasy feeling in a community. — Webster, Mass., Times.

SPRINKLERS IN SCHOOLS URGED

Chief Gordon Would Make Them as Safe as Factories

Voluntarily acting on the suggestion of the Haverhill, Mass., Chamber of Commerce that fire boxes should be installed in all the schools, Chief John B. Gordon of the fire department has started a preliminary survey to determine what the cost of such equipment may be.

Visits to each one of the school sites will be made by Chief Gordon and Wire Chief George McLean. In some instances, it has been found that schools were so far away from wires that it would be necessary to put in poles. What would happen in these schools in case fire broke out is a serious problem at present.

Chief Gordon goes even further than the Chamber of Commerce in his suggestion of boxes in the schools is absolutely necessary, and he furthermore believes that all the schools should be equipped with sprinkler systems as are the factories.

The boiler rooms should be equipped that way as soon as possible according to the chief's belief. In the end the difference of insurance rates made by the installation of boxes and sprinkler systems would pay for their installation.

Sec. Hartwell of the Chamber of Commerce says he expects to have the matter of fire alarm boxes in the schools in concrete form to put up to Alderman Albert L. Bartlett in a short time and that then action favorable or otherwise can be taken by the board of aldermen.

60 MILES OF WIRE

New Alarm Circuits Will Cost Minneapolis $60,000

With the installations this year of eight new conduit circuits, the Minneapolis fire department will become one of the best rated low pressure systems of the country.

The installation of the new circuits will cost the city approximately $60,000, according to Walter Scott, secretary of the department.

Plans call for the eight circuits, most of them to be constructed in outlying districts; 60 miles of new wire, four and one-half miles of cable underground, 125 new alarm boxes, new joker transmitter, new approved puncher register, relay boards and test boards. This addition to the present outlay will make the Minneapolis fire department one of the country's most reliable low pressure systems, Mr. Scott said.

The present system, built up and improved by Z. E. Morrison, superintendent of the fire alarm and police telephone systems, includes 20 circuits.

"The last rating placed Minneapolis well to the front," said Mr. Scott. "They rate the department here as 'reliable' and that is a very good rating.

"Intentions of the department now as I understand them are to build up a system in this city that will not need reconstruction for 50 or 75 years. That will save considerable time, labor and money for the city.

"Proposed plans of the department also call for the construction of a central pumping system supplying a tremendous water pressure, thereby making unnecessary the present fire engine pumping system.

"The system would be much the same as that used in San Francisco, Milwaukee, New York, Buffalo, Chicago and Cleveland. Pressure in those cities is from 200 to 400 pounds, and no pumping machines are needed. Minneapolis' gravity pressure is, at its highest, only 75 pounds, and with engines pumping can be raised to 150 pounds."

RULING FAVORS FIREMEN

New York Department Men Put Under State Compensation Law

The State Industrial Commission of New York in a decision handed down at the offices of the commission, 230 Fifth avenue, ruled that members of the New York City Fire Department come under the terms of the State compensation law and are entitled to payment in accordance with its provisions. The particular case that resulted in the decision will be taken to the Court of Appeals, it was announced at the office of the Corporation Counsel.

All the firemen in New York City will be affected by this ruling if it is sustained by the higher court. It is of doubtful advantage to them, however, for it limits compensation to be paid to sick employes to $20 a week.

Firemen who report ill under the present system are allowed full pay while absent. The State compensation law, however, would mean increased compensation for the families of firemen who died in performance of their duty or as a result of injuries occurred in such work.

The case that resulted in the decision was brought by the widow of Fireman Oscar Krug, who was attached to Engine Co. No. 7. Krug received injuries at a fire on June 30, 1918, that attorneys for Mrs. Krug asserted resulted in his death in Fordham Hospital some time later.

Mrs. Krug was awarded a pension, but filed claim under the compensation act. The commission decided she was entitled to $6.92 and four mills weekly for herself and $2.30 and 8 mills weekly for each of her two children. This makes a total of $11.54 weekly.

I. F. Cohen, representing the Corporation Counsel's office, argued against the claims of Mrs. Krug before the commission on five grounds. He asserted that the fire department did not fall within the jurisdiction of the commission; that the firemen did not contribute themselves to the pension fund and that they were not included in any group under the law since they were city officials rather than employes.

Cohen also argued that the city could not make further provision for Mrs. Krug since arrangements had already been made for her through the pension fund. He referred then to a similar decision of the commission in the case of a policeman. This was overruled by the higher courts.

No city fireman earns less than $20 a week, and hence few of them would be pleased to see the State compensation law apply to them in case of sickness. This law provides that a maximum of $20 a week be paid to employes after the first two weeks of illness. If they are ill seven weeks they can collect compensation for the first two as well as the remaining five. Under the present conditions the firemen draw full pay.

"Doing Good Work"

The receipt by the call firemen of their semi-annual stipend is a reminder that the work they perform is really worth to the city far more than is paid for it. This must always be so to a greater or less extent, for it can never be known what will be the next work which the fire department will be called upon to perform.

Then, too, the men composing the fire fighting force of almost any town or city are in the work for a love of the excitement, or from the higher patriotic feeling of duty to the municipality in which they dwell. The loss by fire in any of our cities is far larger than it should be, but if it were not for the devotion and courage of the "call firemen" in a thousand places, the loss would be simply appalling.

It is not an easy thing to be constantly on the watch, ready to leave whatever may be the work of the present moment, to face discomfort, injury, and even possible death whenever the call comes to combat fire.

There is, it is true, a certain fascination in the work, but to most men this wears off in time, leaving only the sense of duty to be performed, property or lives to save, and a certain responsibility which these duties necessarily engender.

Your firemen are usually good citizens, true and faithful, with a fine disregard for the distinctions that mark ordinary social life, if any foolish convention interferes in the least with the paramount duty of "puttin' out the fire" wherever it may be. They are doing a good work, and their efforts should be appreciated. — Marlboro, Mass., Enterprise.

"Becoming Metropolitan"

Naugatuck's police department will not be the only uniformed department here, after tonight, because commencing in the morning, the four active members of the fire department will be togged out in their new uniforms. The uniforms were received several days ago and have been tailored to fit the men who are to wear them.

If you happen to be passing the Maple street hose house tomorrow, and you think that you have done something that was right, and you happen to see four men attired in uniform with brass buttons, don't get scared that they are "guardians of the law" as they are not. If you do become frightened, it will be your own fault, for they are only firemen.

How fast Naugatuck is growing is evidenced by the new step that she has taken. It was only a few years ago that the thought of having a number of men stationed at the hose house would have been considered ridiculous.

The board of warden and burgesses at a recent meeting took the matter of uniforming the fire-fighters into consideration and later passed a vote to the effect that the boro should purchase the first uniforms. There is no doubt but that the four regulars at the Maple street hose house will have a fine time in their new suits for a few days and will certainly hear from the "other members of the department."

There has already been a little comment heard from some of the members of the department. Some of them have it that for the first few days, one member of the quartet will have to stay up all night in order to get first whacks at ironing his suit. — Waterbury Republican.

Gold Watch for Chief

Fire Chief Harry W. Parker was the friendly object of a surprise that filled him with pleasant emotions — the presentation of a handsome gold watch, chain and fob by the members of the Stamford, Conn., Fire Department, over which he had presided as chief so many years and from which he has just been retired at his own request.

The presentation was made by Mayor John J. Treat, in the Central Fire Station, and it was a surprise to Chief Parker, who was present in the belief that he was simply to see new officers of the department sworn in.

Mayor Treat swore in Chief Victor H. Veit, Deputy Chief Lewis Y. Krom, Mechanical Supervisor Stephen A. Ezequelle, Assistant Mechanical Supervisor Howard R. Bronson and Captains David G. Ragan and James Edward Wilson.

Chief Veit then called the roll, and the Mayor, turning to Chief Parker, proceeded with the real business of the gathering. His Honor, in a cordial speech, expressed appreciation of the service rendered by Chief Parker to the city, and mentioned the good feeling that always prevailed between himself and the Chief.

He told the Chief that the watch was an expression of the good will of the men of the department for him, and that, with it, went their wishes that the years to come will be full of good things for him and that the memento will bring back to him, in future, pleasing recollections of the days when he was the head of the department.

Chief Parker was plainly surprised, and his voice was a bit husky as he confessed that he hardly knew what to say. After a moment, he mastered his emotions and thanked the men.

The watch and charm have the fire chief's insignia engraved on them and on the inside back cover of the watch is the inscription: "Presented to Chief Harry W. Parker by the members of the Stamford Fire Department at his retirement July 1, 1920. 1885—1920."

Worthless Fire Policies

The Court of Appeals of New York State has upheld the contention of the insurance companies that a fire insurance policy is avoided if the property insured is encumbered by a chattel mortgage without the consent of the insurer, even although the chattel mortgage be uncollectable because of the usurious interest rate.

The case was that of Morris Lipides, against the Liverpool & London & Globe, and was an appeal from a judgment of the Appellate Division of the Supreme Court, affirming a judgment in favor of the defendant entered upon an order of the court at the trial term which set aside the verdict and dismissed the complaint.

The prevailing opinion of the Court of Appeals, in which three other justices concurred, was written by Justice Pound.

"May" and "Shall"

Members of the Mankato, Minn., Fire Department Relief Association held a short meeting recently at the city hall. Chief Bangorter and W. H. Anderson, two of the delegates to the state firemen's meeting recently held at Moorhead, made reports on the same.

It was stated that the delegates to the state meeting were unanimously in favor of urging upon the legislature the necessity of changing the word "may" to "shall" in regard to city councils appropriating one-tenth of a mill to be set aside for firemen's pensions.

If the wording were changed as suggested then it would be obligatory upon the city and village councils to make the appropriations.

TORONTO'S FIRE DEPARTMENT

Its Earliest Development from Proportions of a Small Village Under Fire Leaders Who Are Now Historic

"Landmarks of Toronto" says:

(Concluded)

The Committee of Fire, Water and Gas in 1877 recommended that Mr. James Ashfield receive the sum of $1,250 per annum instead of $1,000, that being $250 less than he had previously received.

During 1877 there were 137 calls, thirty-nine of which were unnecessary alarms. The several losses by fire amounted to $106,034, on which there was insurance for $236,925. The fire engine which had been stationed at the Portland street fire hall was sold to the municipality of Lanark for $1,200 .

The subjoined is a portion of a by-law (796) respecting the organization and management of the fire department, to amend by-law 473, passed May 28th, 1877.

Section V. — The whole apparatus and management of the fire department, with the exception of the men composing the brigade, shall be under the direction of the Chief Engineer; and the men composing the fire brigade shall be under the direction of the chief of the brigade subject to instructions from the said committee; but at every fire the chief of the fire brigade, or other the senior officer of the brigade who may be present, shall have sole control over all members of the brigade and all persons engaged at any fire, and over all the engines and apparatus belonging thereto during any fire; and any person who shall refuse or neglect to obey any legal order of the said chief of the fire brigade at or during any fire, or other the senior officer present at any fire shall be subject to the penalties of this by-law.

Fire Hall No. 15, Cowan Ave., built 1880, annexed to city 1889

Section VII.—In the absence of the chief of the brigade the senior officer of the brigade who may be present, and in case no officer is present, the senior foreman shall have the powers and perform the duties of the chief.

On the re-organization of the fire department in 1878 Richard Ardagh was made chief of the brigade, the real post of responsibility in the department. Though not so long in the service, Mr. Ardagh was one of the oldest firemen in the city. Forty years ago when but 15 years old, he joined the Toronto hook and ladder company Afterwards for seven years he was captain of the Union hook and ladder company, once known as the "Wreckers." He was first foreman of the brigade when assistant engineer William Charlton was killed at a Yonge street fire, and on his death he succeeded to his position, which he held for fifteen years.

In 1878 three additional hose stations had been added, No. 7 on Beech street (now Wilton avenue), east of Parliament, No. 8 on College street, corner of Bellevue avenue, and No. 9 on Dundas street, near the corner of Queen street.

In 1879 James Ashfield continued chief engineer, Richard Ardagh having been raised from first assistant engineer to chief of brigade. The number of fire alarm telegraph signal boxes had been increased to 142.

The salaries of the officers of the fire brigade were fixed by by-law in the early part of 1879, as follows:

James Ashfield, chief engineer	$ 800
Richard Ardagh, chief of brigade	1,000
Thomas Graham, assistant chief of brigade	650
Donald Gibson, superintendent fire alarm telegraph	800
Albert Gilbert, assistant superintendent fire alarm telegraph	600
Foremen of sections, each	550
Ordinary firemen, each	480

During the year 1879 the brigade was called out 156 times; there were 110 fires and thirty-six unnecessary alarms. The total amount of losses on buildings, merchandise and furniture is estimated at $194,328, and the aggregate amount of insurance thereon $451,525.

In 1880 there were 176 alarms of fire, sixty-seven of which were unnecessary. The total amount of losses on buildings, merchandise and furniture is estimated at $61,022, and the aggregate amount of insurance thereon $143,550.

Three firemen, Thomas Doughty, Frank Forsyth and Martin Kerr, earned a testimonial from the Council for their heroism displayed at a fire in the Revere block on 3rd December, when they rescued several of the inmates of the premises in a more or less burned and suffocated condition, and who would have inevitably perished but for the noble efforts of those brave men.

Early in that year the salvage service was discontinued, the members of the salvage corps being transferred to the new hook and ladder section established at the Portland street station.

In order to give the fire brigade more control over the streets during the progress of a fire, this by-law was passed November 1st, 1880, to amend by-law entitled "A by-law for the organization and management of the fire department": "It shall and may be lawful for the chief engineer or the chief of the fire brigade, or other officer in charge at any fire, in his discretion to declare and to cause any highway, street, lane, public place or square, or part thereof, to be closed to all wheeled or other vehicles, including street cars, between any two cross streets or points, in such manner and for such time during the progress of any fire as he may see fit, so as to prevent injury to the hose and other apparatus belonging to the department, and no person shall enter upon any portion of any street, lane, public place or square during the time the same shall be so declared closed, and closed as aforesaid, with any such vehicle or street car, without incurring the penalty of this by-law."

In 1881 the brigade was called out 165

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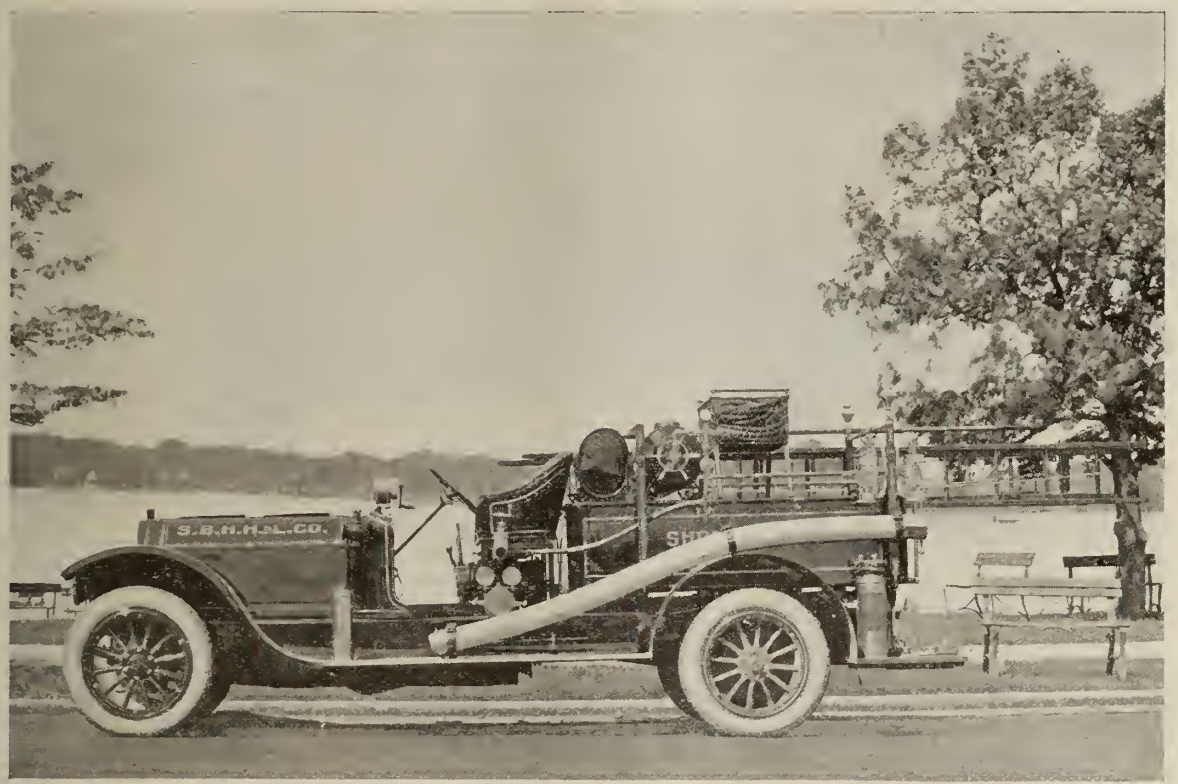

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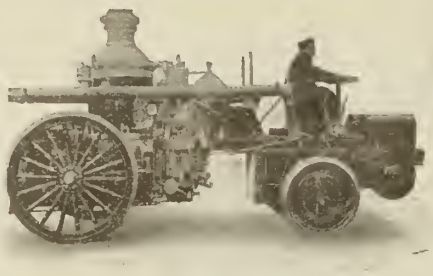

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times. There were 113 fires and fifty-two unnecessary alarms. The losses by a large number of the fires were very trifling. The total amount was only $33,563, which speaks highly for the working of the brigade, which must have been extremely prompt in its action on occasions of fire. The insurance on property damaged or destroyed amounted to $168,844.

In 1883 Mr. Ashfield was still engineer, Mr. Ardagh chief of the brigade, and Mr. Thomas Graham assistant chief. There were 148 fire alarm boxes and new stations located as in 1878. Of engine house No. 1, Alex. Auchincloss was foreman; of No. 2, A. Charlton and Joseph Davis, foremen; No. 3, Samuel Townley, foreman; No. 4, John Noble; No. 5, Charles Smedley and William Villiers; No. 6, Frank Forsyth; No. 7, James Thompson; No. 8, Frank Smith; No. 9, Henry Leach; No. 10, John Robinson and J. McGowan, foremen. The village of Yorkville was annexed to the city in 1883, and the station on Yorkville avenue was equipped with a hook and ladder and hose section. The chief officers of the department remained the same with the addition of Joseph Davis, assistant chief for the west side of the city, and John Thompson assistant chief for the east side.

Early in 1884 a new chemical engine was procured from the Fire Extinguisher Manufacturing Company of Canada for $2,500. This had been needed for a long time by the department and was extremely useful in preventing some very bad fires. The next year No. 13 was added, at the corner of Brock avenue and Dundas street, Samuel Townley being foreman. In 1895 a new double hall was erected on Dundas street, near St. Clarens avenue, and the men and appliances stationed at the Brock avenue hall were transferred to the new building.

In 1885 the strength of the department, according to the chief engineer's annual report, was — Officers and members, 75, including the superintendent of the fire alarm telegraph and his assistant. The number of fire alarm boxes was 154, all of which were in good working order. The chemical engine was spoken very highly of. With it 17 of the fires of the year were extinguished without the aid of any other apparatus and with very little loss. The brigade was called out to fire duty 208 times. The losses by fire, as ascertained, were $281,563, and the several insurances on property destroyed or damaged amounted to $429,950. A large proportion of the losses was more than covered by insurance, and only three of the fires were of the class involving heavy loss.

In 1885 the number of signal boxes had increased to 174. In 1886 two more hose stations had been added — No. 11, at the corner of Rose avenue and Howard street, Charles Ardagh, foreman; No. 12, on Bolton avenue, William Browne, foreman.

The most important question before the Committee on Fire and Gas in 1886 was the purchase of a new and improved system of fire alarm telegraph apparatus complete, to replace the one then in use, which had been found unreliable on several occasions. After considering the matter fully, and getting all necessary information on the subject, the whole of the apparatus was purchased from the Gamewell Fire Alarm Company, of Boston, who originally constructed the first alarm system in Toronto. The whole of the new system was in working order by June, 1887. The brigade was called out 274 times in 1886. The amount of loss by fire was $280,902, on which the insurance was $1,164,163.

The Lombard street fire hall, which was built in 1886, is styled the Central fire hall.

In 1887 the following by-law was passed to provide for the government of the Toronto Fire Brigade (Passed January 31st, 1887).

Duties of Chief of Department.

To have control and direction of his bureau of supplies and light, and of all clerks assigned to duty therein. Be responsible to the Committee on Fire and Gas for the conduct and management of his bureau. To receive the daily and order reports and returns from the Chief of Brigade and keep an accurate record in convenient form for reference of all business transacted in his bureau. To purchase all supplies required and forward same on being properly vouched for to the committee for payment. To issue all supplies on requisition from the other departments.

Duties of Chief of Brigade.

To keep an accurate record of all fires occurring in this city and operations thereat, or elsewhere, when called out of the city. To attend all fires and have same extinguished with the least possible damage to life and property and prevent unnecessary damage by water at fires. To cause all sections not needed at fires to promptly return to quarters. To make official reports of his actions and that of the officers and members under his command when necessary. To have power, and it shall be his duty, to demolish buildings and parts of buildings which, in his judgment, might cause further damage to life or property, or which, in his judgment, it may be necessary to demolish to prevent the spread of fire. To promptly report to the Committee on Fire and Gas any officer or member who cannot perform full duty in the department. To have power, and it shall be his duty, to summarily suspend from pay and duty any person under his command for a flagrant violation of law, rule, regulation or direction, in all cases where the interest of the citizens or reputation of the department would suffer if such prompt action should not be taken, reporting cases at once to the Chairman and Committee on Fire and Gas.

Duties of Assistant Chiefs.

The Assistant Chiefs shall perform all such duties as the Committee and Chief of Brigade may require; and in the absence of Chief of Brigade, the First Assistant Chief shall perform all his duties.

Duties of Foremen.

It shall be the duty of foremen of sections to see that the apparatus entrusted to their care and the several buildings in which the same may be stationed, and all articles in or belonging thereto, are kept clean and neat, and in order for immediate use; they shall also preserve order and discipline at all times in their respective sections; they shall promptly report to the chief of brigade all delinquencies on the part of officers or members of their respective stations, the names of members absent from duty, with the excuse rendered, if any, for such absence, and such other matter as they may deem advisable and necessary.

The hosemen shall be on duty at their respective stations at all times, except during fires, and shall discharge all duties appertaining to their positions during the time the apparatus is in service. It shall be their duty to keep the station, hose carriage and hose in a proper and clean condition, and they shall be subject in all things to the directions of the foreman, and shall also keep their proper share of the watch.

General Regulations.

It shall be the duty of all foremen, hosemen, laddermen and drivers of sections to remain at their respective stations at all hours, and on failure to comply with those requirements, they shall be subject to fine or dismissal from the service, provided, however, that one member at a time from each section may have leave of absence

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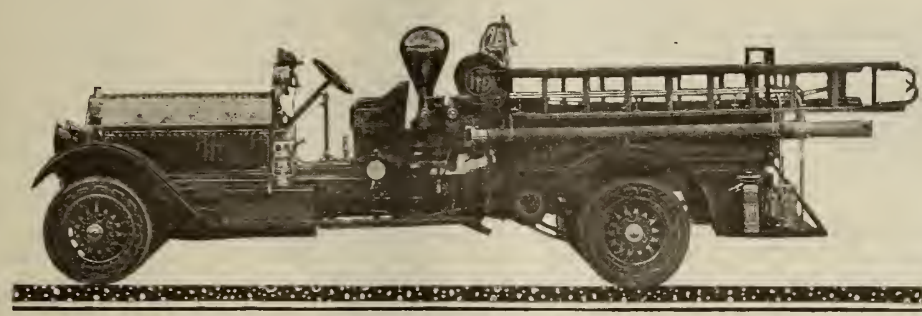

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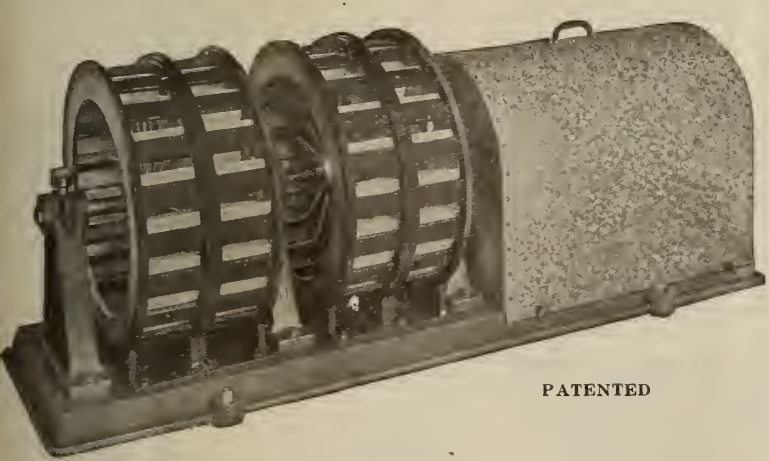

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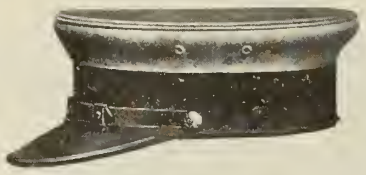

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one-half day and one night in each week, from 1 p. m. to 8 a. m. the following morning; leave of absence may be granted on application to the chief of the brigade through the foreman. * * * Absence from a fire without good and sufficient cause shall subject the party absenting himself to suspension and dismissal. Racing to and from fires not allowed under any circumstances, and if the apparatus of the several sections proceed on the same street they shall do so in single file. * * * Any member of the brigade neglecting to wear his uniform while on duty shall be liable to fine, suspension or dismissal. The chief of brigade and assistant chiefs, foremen and all members of the brigade shall give their whole and undivided time to the brigade duties.

Every man of the force will be liable to suspension for the following offences:

Disobedience to orders.
Being in a state of intoxication.
Insolence in word or manner.
Violent or coarse language or behavior.
Neglecting duty.
Frequenting taverns.
Interference in elections, municipal or parliamentary, except for the purpose of exercising their own franchise.

Qualification for Membership.

That hereafter all persons appointed to membership in the uniform force shall possess the following qualifications:

No person shall be appointed to the fire brigade or continue to hold membership therein who is not a subject of Great Britain, or who has ever been convicted of a crime, or who cannot read or write understandingly in the English language. They shall not be less than 5 feet 7 inches in height, 135 pounds weight and 33 inches in circumference of chest (quiescent).

They shall not be more than 30 years of age. Deception or attempt at deception shall be cause for rejection. Before being appointed they shall pass the medical officer and be tested by the chief of brigade in climbing ladder, handling apparatus and performing all necessary duties incident to the duties to be performed, and receive a certificate of qualificaton from both officers.

In 1887 the fire brigade was increased to eighty-one men, including officers, divided into seventeen sections; thirteen sections of branch and hose men, three sections of hook and ladder men, and one section of the chemical engine. There were three steam engines in use, besides the chemical engine and all other apparatus necessary for the extinguishing of fires. There were 308 fires and alarms during 1887, on which the aggregate losses were $78,685, covered by $638,149.

At the end of 1888 two of the steam fire engines were put out of commission. In that year the brigade answered to 311 alarms of fire, with losses amounting to $215,192, on which there was insurance for $967,979. During 1888 a new composite police and fire station was erected on Ossington avenue, immediately north of Bloor street, to afford protection to the residents of that neighborhood, which, as the village of Dovercourt, had been annexed to the city during that year. A hose section was first established, and in 1895 a hook and ladder section was added.

In the early part of 1889 Mr. Richard Ardagh was promoted to be chief of the fire department, an office which he had really held for some years, as Mr. James Ashfield had been relieved from active duty some time before. The offices of chief of the fire brigade and chief engineer of the department were abolished, and Mr. James Ashfield became purchasing officer and Mr. John McGowan secretary of the department. During this year the force of men was again increased, there being ninety-five officers and men, besides the drivers.

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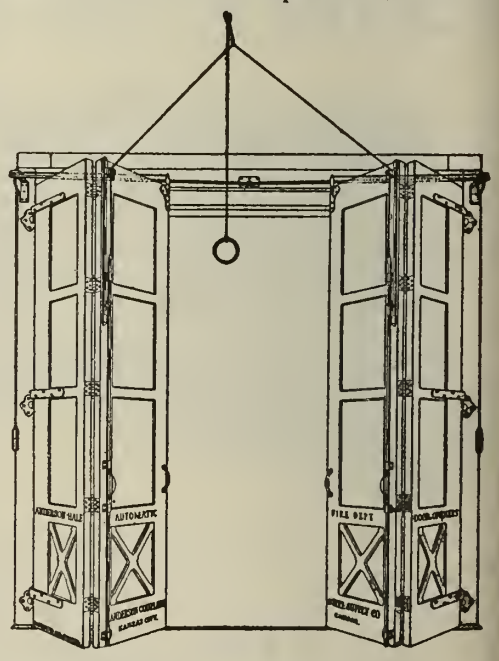

Interior View of Fire Station Doors Half Open

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The apparatus was about the same, with the exception of the steam engines, all of which were out of commission at the end of the year. The number of calls was 317; the losses by fire were $134,760, and the insurance amounted to about $1,016,138. The town of Parkdale having become annexed to the city in 1889, the hose reel station on Cowan avenue was continued as part of the city's fire fighting system.

On June 15th, 1890, Mr. James Ashfield, who had been chief engineer of the fire department for many years and purchasing officer after retiring from active duty, died at his residence, 24 Shuter street, after a painful illness. He first joined the volunteer brigade in 1839, was elected captain in 1846 and chief engineer in 1851.

During the year the brigade responded to 385 calls, an increase of sixty-eight over the year 1889, or an excess of 21 per cent. The most destructive fire was that at the University, which did damage to the extent of $363,706. The total amount of loss by fire during the year was $487,186, including the University fire. The insurance on property destroyed or damaged was $1,184,473. Except for the University fire, the loss was far less during this year than it had been for some years previous.

In 1890 a by-law was passed to create and establish the Toronto Fire Superannuation and Benefit Fund, which provided as follows:

Any member resigning in good health after one year's service and up to 10 years shall be entitled to receive the amount he has contributed to the fund. Any member resigning in good health after 10 years service shall receive a gratuity, to be calculated at the rate of 10 days' pay for each year's service up to 15 years. From 15 to 20 years at the rate of 15 days' pay for each year's service.

From 20 years and upwards at the rate of one month's pay for each year's service completed. Any member worn out in the service after 10 years and up to 15 years, shall receive a gratuity of 20 days' pay for each year's service completed.

After 15 and up to 20 years a gratuity calculated at the rate of one month's pay for each year's service.

After 20 years and upwards a pension for life at three-eighths of his pay.

In case of injury in execution of duty, five years service and under, one-fifth pay for life; five to ten years, one-fourth pay for life; ten to fifteen years' service, three-eighths pay for life; fifteen to twenty years' service, one-half pay for life.

Towards the fund the City Council contributed $10,000 and the members of the brigade were thereafter assessed monthly 2 per cent of the gross amount of their wages. All donations and gratuities from time to time given by citizens or corporations to or for the benefit of the fire brigade and the proceeds of all fines which from time to time may be imposed upon employes of the fire department are also added to the fund.

In 1891 the city purchased the horses which were used by the fire brigade under contract; they were twenty-eight in number and they cost the city $4,630, with harness, etc. There were 442 alarms of fire during the year, the largest number in the history of the department. In the month of May there were seventy-four calls upon the force.

A combined chemical engine and hose wagon was added to the department in 1892, and stationed at Portland street fire hall. During the year there were 503 alarms of fire, the greatest number occurring in April and the smallest in August, while the most destructive fires took place in May, when there were 28 alarms. The losses on these fires aggregated $220,509.

In 1893 the department consisted of 122 officers and men, including the drivers. The

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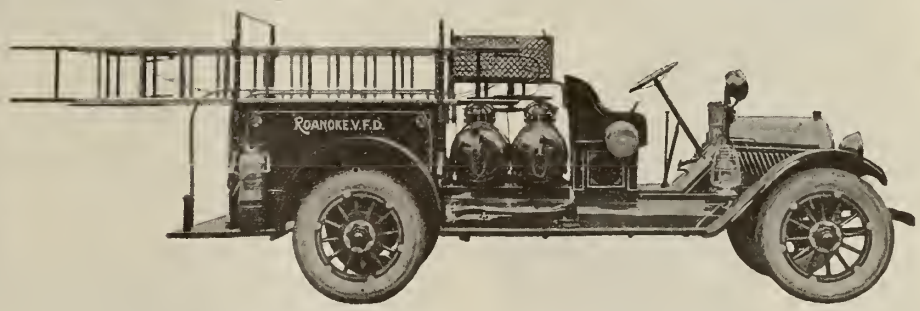

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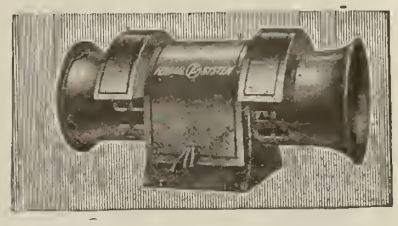

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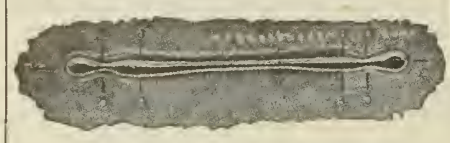

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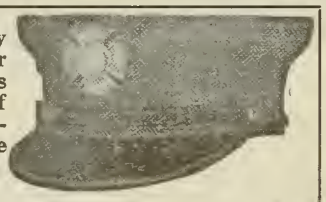

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apparatus was practically unchanged, although the urgent need of a steam engine had been put before the Council several times by the chief of the fire department. The total number of fires was 555, an increase of 52 over 1892. The department was called out 94 times in November alone. There were 51 cases of incendiarism during this year. The losses by fire aggregated $195,403, and the insurance thereon was $1,021,081. The total loss for 1892 was $220,509, which shows a decrease of $25,105 for 1893, although there were 52 more alarms than in the previous.

The year 1894 was uneventful, there being practically nothing new in the history of the department to chronicle.

Hardly had the year 1895 been ushered in before the city was visited by a series of disastrous conflagrations which destroyed a number of large warehouses and other business establishments.

The first of these fires broke out in the "Globe" office on the south-west corner of Yonge and Melinda streets, at an early hour on the morning of Sunday, January 6th. While assisting to lower the big aerial ladder on Melinda street, Fireman James Bowrey, attached to the Lombard street hook and ladder section, was buried under a mass of bricks by the falling outward of the "Globe" wall, and sustained injuries which proved fatal a few hours afterwards.

Chief Ardagh also sustained injuries at the same fire which terminated fatally. Along with two foremen he was inspecting premises on Jordan street, and becoming hemmed in by a solid wall of flame, the three men jumped for their lives into the lane running behind the "Globe" office and extending from Melinda to Wellington streets. Chief Ardagh was very seriously injured. From the outset his physicians entertained slight hopes of his recovery and he succumbed to the effect of his terrible injuries on Sunday, January 27th.

In consequence of the death of Chief Ardagh a number of changes were rendered peremptory in the command of the brigade, and the following promotions were made. To be Chief—Thomas Graham, formerly deputy chief; to be deputy chief, John Thompson, formerly assistant chief for the east end; to be assistant chief, William Villiers, formerly foreman of the Court street hose section.

Two new powerful steam fire engines were purchased, one from J. D. Ronald of Brussels, Ont., for $5,000, and the other from the Merryweather Steam Fire Engine Company, of Greenwich, England, for $7,000. The old J. B. Boustead, which had been placed out of commission, was repaired at an expense of $1,800 and again brought into requisition. The Council also purchased from the Fire Extinguisher Company of Chicago, one improved "Champion" water tower at a cost of $6,800. The brigade was also strengthened by the addition of two hook and ladder wagons, stationed at the Ossington avenue and Bolton avenue stations, and a chemical engine which was put into commission at the Portland street hall. The numerical strength of the brigade was also increased.

The fire brigade in 1895 was composed of 132 officers and men and drivers. There were thirty-six horses, eleven single horse hose carts and wagons, and four two-horse hose wagons, one Babcock aerial turntable hook and ladder truck, five hook and ladder trucks, one double cylinder chemical engine, one combination double cylinder chemical engine, one combination double cylinder chemical fire engine and three steam fire engines and one "Champion" water tower. These men, horses and equipments were divided amongst fifteen hose sections, five hook and ladder sections, and one chemical engine section, stationed at

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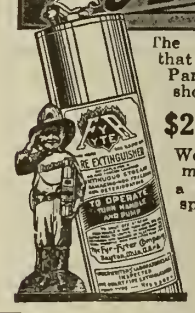

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he several fire halls, of which there were ifteen, as follows:

At Bay Street Fire Hall — Foreman of ose section, Joseph Lamb; three members f hose section, one driver of hose cart, one ne-horse hose cart, one foreman of chemcal engine section, one driver of chemical ngine and two men, one double cylinder hemical engine, one steam fire engine, enineer, fireman and driver.

At Portland Street Fire Hall, West End —Assistant Chief, Joseph Davis; foreman f hose section, William Ashfield; three nembers of hose section, one driver of hose art, one combination double cylinder hemical engine and driver; foreman of No. 2 hook and ladder section, R. Irwin; ight members of No. 2 hook and ladder ection, one driver of No. 2 hook and ladder truck, one two-horse hook and ladder ruck, complete with ladders, etc., one team fire engine.

At Yonge Street Fire Hall, North End—ssistant Chief, William Villiers; foreman f hose section, W. W. Fox; three members f hose section, one driver of hose wagon, ne two-horse hose wagon.

At Berkeley Street Fire Hall—Foreman f hose section, John C. Noble; three memers of hose section, one driver of hose art, one one-horse hose cart.

At Lombard Street Fire Hall — Deputy hief, John Thompson; foreman of hose ection, W. J. Swift; three members of hose ection, one driver of hose cart, one oneorse hose cart. Foreman of hook and ladder section No. 1, W. J. Smith; ten memers of hook and ladder section No. 1, one river of hook and ladder truck, one twoorse ladder truck, complete; one Babcock erial turn-table hook and ladder truck nd extension ladder, complete, with laders, hooks, axes, door openers, crow-bars, amps, etc.; one driver of aerial truck and ne tiller man; one "Champion" water towr, and one steam fire engine, engineer, reman and driver.

At Queen Street Fire Hall—Foreman of ose section, Frank Forsyth; three memers of hose section, one driver of hose ection, one two-horse hose wagon.

At College Street Fire Hall — Foreman f hose section, W. A. Auchincloss; three nembers of hose section, one driver of hose art, one one-horse hose cart.

At Wilton Avenue Fire Hall — Foreman f hose section, Frank Smith; three memers of hose section, one driver of hose art, one one-horse hose cart.

At Dundas Street Fire Hall — Foreman f hose section, A. Charlton; three memers of hose section, one driver of hose art, one one-horse hose cart.

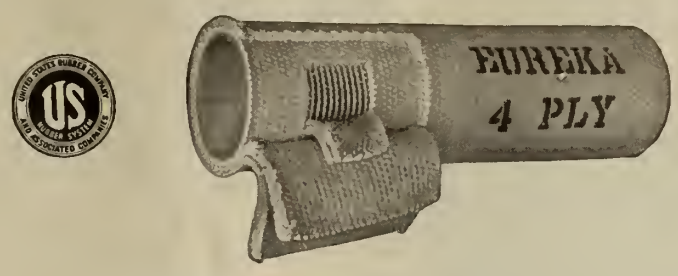
At Rose Avenue Fire Hall—Foreman of ose section, C. O. Ardagh; three memers of hose section, one driver of hose art, one one-horse hose cart.

At Bolton Avenue Fire Hall — Foreman f hose section, James Ashfield; four memers of hose section, one driver of hose vagon, one two-horse hose wagon, one ook and ladder wagon equipped and maned, with W. A. Brown foreman.

At Yorkville Avenue Fire Hall — Foreman of hook and ladder section No. 3, Charles Smedley; seven members of hook and ladder section No. 3, one driver of hook and ladder truck, one two-horse hook and ladder truck, complete; foreman of hose section, John Smith; three members of hose section, one driver of hose cart, one two-horse hose cart.

At Brock Avenue Fire Hall — Foreman of hose section, Robert Thompson; three members of hose section, one driver of hose wagon, one one-horse hose wagon.

At Ossington Avenue Fire Hall — Foreman of hose section, R. Schoales, three members of hose section, one driver of hose wagon, one one-horse hose wagon; foreman of hook and ladder section, No. 4, Joseph Donnelly, four members of No. 4



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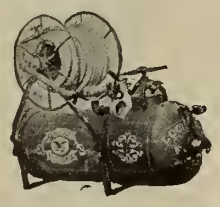

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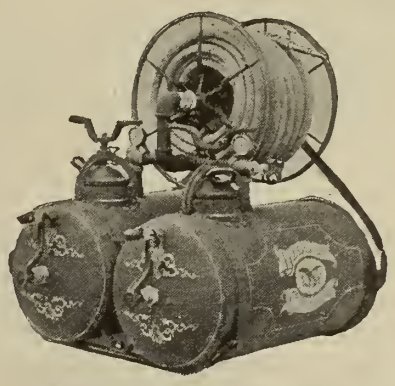
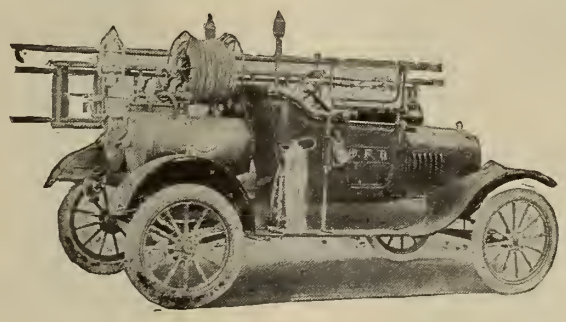
equipment superiorities. **Chemical tanks complete** with hose reel and hose, to your order on your specifications, also manufacturers of the complete "Deluge" line of Chemical Fire Engines.





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Prospect, Ohio

Red Wing, Minn. — Fire board has petitioned council for funds to erect new fire station costing $15,000, to purchase two fire trucks equipped with fire pumps, and extend fire alarm system.

Waterloo, Iowa — With the addition of two new substations more apparatus is required.

New Bedford, Mass. — Installation of siren in near future is under consideration.

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C. C. C. Fire Hose is made from start to finish in the C. C. C. factory, thus insuring dependable hose that every Chief should have. Made in knit or woven, single or double jacket, on your specifications, also on approval list of National Board of Fire Underwriters.

Hose made from special selected grades of long, staple cotton. C. C. C. hose has won out in the largest as well as the smaller Fire Departments, solely on merit, price and specifications. None better made at the price.

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CANTON JUNCTION **MASSACHUSETTS**

hook and ladder section, one driver, one hook and ladder wagon.

At Cowan Avenue Fire Hall — Foreman of hose section, George H. Ford; three members of hose section, one driver of hose cart, one one-horse hose cart.

Several members of the fire brigade were killed while in the faithful discharge of their hazardous duties. The death roll of the brigade contains the following names:

William Thornton, a member of one of the volunteer companies, was fatally injured on November 22nd, 1848, while working at a fire in a block of brick buildings on the south side of King street, known as the City Buildings, opposite St. James' cathedral. His skull was fractured by a heavy stone falling on him.

Frederick Lepper, a member of No. 6 Hand Engine Company, was killed in 1858 at a fire on the north-east corner of Adelaide street and Stotesbury's lane, a short distance east of the present post-office building.

William Charlton, assistant chief of the volunteer brigade, died on July 10th, 1866, from the effect of injuries received on July 4th of the same year at a fire on the east side of Yonge street nearly opposite Trinity square.

James Kidd, killed September 17th, 1869, at a fire on the north-east corner of Queen and Esther streets.

James Phillips, foreman of No. 4 section, died September 15th, 1879, from illness contracted while working at a fire in Davies' packing house, caused by inhaling the fumes of burning saltpetre.

William Ashfield, brother of James Ashfield, died October 5th, 1880, from injuries received at a fire in Beard's elevator.

Thomas Charters died April 14th, 1881, from injuries sustained while working at a fire in Hamilton's foundry.

John Davis died July 10th, 1884, from injuries received by the overturning of a hose reel while answering an alarm of fire.

Albert Gilbert was killed July 16th, 1884, by the collapse of the roof of a burning stable at the corner of Parliament and Sydenham streets.

Thomas Everist, killed April 24, 1890, by falling through an elevator shaft in Pears' spice mill on the corner of Yonge and Alexander streets during the progress of a fire in the building.

Robert Bowrey, killed January 6th, 1895, under a falling wall at the Globe fire.

Richard Ardagh, Chief of the Fire Brigade, died January 27 from injuries sustained at the Globe fire in jumping, along with Foremen Forsyth and Smedley, from the third story of one of the burning buildings.

Chief Ardagh's body lay in the parlor of his home on Sherbourne street, and many citizens and most of the Fire Brigade called at the home to view the face of the man who sacrificed his life to his duty as a public servant. Mrs. Ardagh requested that floral tributes should not be sent, but, although no flowers were displayed, several beautiful offerings were received.

The casket was of cedar, covered with fine, black broadcloth, and upholstered in white satin. On the top and ends were emblems of the Masonic Order, of which deceased was a member. The handles were oxidized bars of the extension pattern, and the plate born the inscription: Richard Ardagh, died 27th Jan., 1895, in his 63rd year.

Mrs. Ardagh having been confined to her bed for two days, on her account the services at the house were made as short as possible. Rev. Dr. Henderson, of Carlton street church, where the chief attended, made a short address touching upon the life and character of him in whose last honor they were assembled. An earnest invocation and the reading of a hymn completed the ceremony.

The pall-bearers were Acting Chief Graham, Assistant Chief Thompson, Ald. Bell, ex-chairman of the Fire and Light Committee; Ald. George McMurrich, chairman of the Fire and Light Committee; Aubrey White, master of King Solomon's Lodge, A. F. & A. M.; Samuel Hollingsworth, and two members of Excelsior Lodge, A. O. U. W.

Many members of the old volunteer Fire Brigade were present, and Ald. A. Stevenson, chairman of the Fire Committee of the Montreal Council, and Assistant Chief Engineer Buckingham, of the Montreal Fire Brigade, were among the prominent outsiders noticed.

About twenty-five members of King Solomon Lodge, 22, A. F. & A. M., were present, as well as a representation from Excelsior Lodge, A. O. U. W.

The procession was very lengthy, the route taken being by Gerrard, Jarvis, Bloor and Yonge streets, to Mount Pleasant Cemetery.

The following is a complete roll of the Toronto Fire Brigade on September 1st, 1895:

Officers—Thomas Graham, chief; John Thompson, assistant chief; Joseph Davis, West District chief; William Villiers, North District Chief; Donald Gibson, superintendent fire alarm telegraph; John. S. Craig, assistant superintendent fire alarm telegraph; R. J. McGowan, secretary of department.

Chemical Engine No. 1, Bay and Temperance streets—Robert Hunter, foreman; N. Sweetman, Thomas Graydon, John Ward, hosemen; Arthur Lucas, driver; Thomas Doughty, caretaker and messenger.

Hose Section No. 1, Bay and Temperance streets — Joseph Lamb, foreman; Thomas Spence, David Reddick, Alfred Potter, hosemen; I. Cluff, driver.

Hose and Chemical Section No. 2 — W. F. Ashfield, foreman; A. W. Smith, W. J. Farley, H. Atkinson, Jos. Spence, hosemen; H. Hamilton, driver.

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Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.
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Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

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Caps, Belts, Shirts, Badges, Rubber Coats and Boots, Etc.
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THE CHIEF HOSE CLAMP
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Patented March 1920
A trial of the Chief Clamp in your own department will be the best test of its service.
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Fire Engines
Hose Carts, Fire Hose, Fire Hydrants
All of proved efficiency.
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Thompsonville, Conn. — District committee will recommend a new combination pump to cost $10,000.

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NEW YORK

Hose Section No. 3, 487½ Yonge street —W. W. Fox, foreman; James J. Creighton, Thomas R. Jones, Thomas J. Pointon, hosemen; David Gordon, driver.

Hose Section No. 4, Duke and Berkeley streets — John C. Noble, foreman; Wm. Crawford, John Coulter, James Harris, hosemen; A. Gates, driver.

Hose Section No. 5, 110 Lombard street —W. J. Swift, foreman; S. Price, Robert Green, Thomas Corbett, D. McLean, hosemen; Alfred Everist, driver.

Hose Section No. 6, John and Queen streets — Frank Forsyth, foreman; James Forsyth, Moses Thompson, James Gordon, W. Crawford, hosemen; D. Nolan, driver.

Hose Section No. 7, 220 Wilton avenue —F. Smith, foreman; Robert H. Sargent, W C. Patterson, George Worrell, hosemen; George Sinclair, driver.

Hose Section No. 8, corner College street and Bellevue avenue—W. A. Auchencloss, foreman; Archibald Crawford, George King, H. Atkinson, hosemen; D. W. Slaight, driver.

Hose Section No. 9, 10 Dundas street — A. Charlton, foreman; Thomas Tate, John Taylor, George Wilkes, hosemen; H. W. Matson, driver.

Hose Section No. 10, 20 Yorkville avenue — John Smith, foreman; B. Pollard, Fred. Milligan, William Lawrence, hosemen; William Aldous, driver.

Hose Section No. 11, 10 Rose avenue — Charles O. Ardagh, foreman; Thomas Deacon, William N. Cross, W. Collard, hosemen; Edward Hill, driver.

Hose Section No. 12, corner Bolton and Allen avenues — J. S. Ashfield, foreman; James Cooke, John Lynch, Henry Jones, J. Fallon, hosemen; John Batkin, driver.

Hose Section No. 13, 318 Brock avenue—Robert Thompson, foreman; Joseph Collard, James Brennan, Michael Teedy, hosemen; R. Gibson, driver.

Hose Section No. 14, Ossington avenue and Bloor street—Richard Schoales, foreman; Henry Leach, Alexander Auchencloss, Thomas Ewart, hosemen; James Jones, driver.

Hose Section No. 15, Cowan avenue and Queen street—H. G. Ford, foreman; C. S. C. Toplis, W. H. Quinn, T. L. Connolly, hosemen; W. T. Stevenson, driver.

Hook and Ladder Section No. 1, and Aerial Turn-table Truck No. 1, Lombard street, near Jarvis—W. J. Smith, foreman; Thomas Worrell, tillerman; John T. Brown, William Russell, William Rogers, laddermen; Charles Dickin, tillerman; Matthew McCartney, James Hart, Charles A. Adamson, Robert Foster, William Sleeth, Joseph Fleming, W. Hardy, A. Robertson, laddermen; Alexander Gunn, driver aerial; M. Sawdon, driver H. and L.; Thomas Williams, driver of engine; Thomas Croucher, engineer of engine.

Hook and Ladder No. 2, corner Portland street and Farley avenue—R. Irwin, foreman; Cornelius Burns, Thomas Davis, A. Cochrane, W. H. Saunders, W. Davidson, R. Middleton, W. J. Farley, William Sleeth, A. Graham, S. Townley, laddermen; William Phillips, driver.

Hook and Ladder No. 3, Yorkville avenue near Yonge street—Charles Smedley, foreman; Thomas Scott, Samuel McGowan, John McCormick, Edward Robinson, Daniel Bailey, Arthur Everist, J. W. Beatty, laddermen; F. Russell, driver.

Hook and Ladder No. 4, Ossington avenue—Joseph Donnelly, foreman; W. J. Kearns, J. Commeford, W. A. Calhoun, George Bell, laddermen; J. A. McQueen, driver.

Hook and Ladder No. 5, Bolton avenue—W. A. Brown, foreman; Thomas Sargent, A. Sargent, H. Batkin, W. Winter, laddermen; W. Dobbin, driver.

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Capacities based on *Actual Tests* and not on theoretical calculations.

Sizes from 100 to 600 gallons per minute.

All HALE PUMPS can be equipped with the

HALE AUTOMATIC RELIEF VALVE

which operates positively at any pressure without adjustment. Opens quickly - Closes slowly and permits shutting off of discharge without danger to pump or motor.

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WORCESTER FIRE ALARM SIGNALS

Are heard above the din of the workshop and the rattle of the streets.

The distinctive tone penetrates a great distance, but is in no way piercing or unpleasant.

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Operated in conjunction with electrical alarm installations, or by steam.

INVESTIGATE THE WORCESTER ALARM SIGNALS

Union Water Meter Company
19 Hermon Street, Worcester, Mass.

SMITH, JR. ARRIVES

In spite of the economy being practiced by Mayor Walsworth there has been another appointment to the fire department, July 4, Asst. Chief George Smith, Jr., weighs 8 pounds. This will take place upon the return of the applicant from the Frost Hospital which will be soon. — Lawrence, Mass., Sentinel.

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LATEST IMPROVED U. S. TYPE GAS MASKS
[Single and Double Canisters]

Endorsed by over three hundred Fire Departments and Corporations.

Send for prices and full details covering these Masks for all purposes

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W. C. ASTLEY, Chief, Fire Dept., Newark, N. J.
March, 1910.
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Sirens in Baltimore's Principal Streets to Resume Business

The sirens along Baltimore street in Baltimore, Md., and in the shopping district which used to announce the approach of fire apparatus and serve as a signal to all traffic to cease moving are to be placed in commission again.

This was decided by the Board of Fire Commissioners, following the investigation of reports that fire apparatus responding to alarms along Baltimore street have experienced some difficulty due to moving vehicles, the drivers of which either ignored or failed to hear the gongs.

If Baltimoreans go back a year or two in their memory they will recall the loud and long blasts of the sirens. They are to be placed in working order and will be tested each day at noon. At the time of tests they will toot for 30 seconds and when fire apparatus is on its way they will toot for two minutes.

The noise is enough to frighten the unsophisticated, particularly the fellow who is inclined to lean up against poles while waiting for his car or the man who meets a friend on a corner and stops to chat.

The sirens are located along Baltimore street at American place, Charles street, Hanover street, Liberty street and Eutaw street and at Howard and Lexington streets. They are operated from the firehouses before the departure of the apparatus.

SALEM'S CONFLAGRATION

How Apparatus From 22 Cities Fought Against Inadequate Water Supply

Friday, just after dinner, on June 25, 1914, the Lynn, Mass., fire department got the out-town-call to go to Salem and help fight a fire that sent terror to the very hearts of all Salemites.

The first alarm came in on the Salem system at 1.37 in the afternoon, and was followed in four minutes by a general alarm. At that time the fire was racing up Boston street.

To show that the fire alarm was kept busy the following record is given: Following the general alarm, box 58, at 1.52; box 39, at 1.56; box 515, at 2.17; box 515, at 2.17; military call, at 2.24; box 515, at 2.41; box 53, at 3.06. This was all within 90 minutes.

It might be said that the fire alarm was kept on the ring all of the afternoon, as follows: Box 514, at 3.14; box 513, at 3.27; box 513, at 3.48; box 513, at 3.55; box 54, at 4.43; box 537, at 5.55; box 613, at 9.06; box 81, at 9.18; box 43, at 9.52; box 23, at 10.32; and box 16, at 12.21 a. m., June 26.

The call of Chief "Billy" Arnold was answered by 22 cities and towns, and there was an aggregate of 67 pieces of fire apparatus sent to that city.

A singular feature of this fire was that box 613 was rung at 9.06, on the evening of the 25th, seven hours and 29 minutes after the first alarms, for a fire which burned up 17 buildings, and Chief Arnold, who was in command at that time, says that the second fire had no connection with the first fire.

The following places sent aid to Chief Arnold: Lynn, Wakefield, Beverly, Peabody, Marblehead, Swampscott, Lawrence, Gloucester, Newburyport, Quincy, Malden, Stoneham, Winchester, Danvers, Manchester, Somerville, Boston, Revere, Reading, Melrose, Medford and Chelsea.

The direct cause of the fire getting so far away from the Salem department was beyond doubt the want of water in sufficient quantities to supply the engines that responded to the call for help, but we do know that the efforts of the Lynn firemen that afternoon while they were stationed on Essex street at the junction of Boston street, saved Salem from a far worse fate. The Lynn firemen stopped the blaze going down Essex street.

Capt. Charles Phillips and crew, with auto pumping engine 2, from Glenmere, did more than their share of effective work. This machine was the first out of town help that arrived and they were assisted by Engine 5 and Ladder 1, with Chief Engineer Edward E. Chase, Battalion Chief John H. Roberts, Capt. William Kelley, of Engine 5, and Capt. Alfred Preble, of Ladder 1, in command.

There was one redeeming feature, only two firemen were injured at the Salem fire and that was that James Hoey of Ladder 1, and Frank King of Engine 4, Salem department.

Several contributing forces helped the fire to get the start that it did. The most prominent of these was that no such a place should have been allowed by the city of Salem as one where the fire started.

Another cause was that, even when the first outside help arrived, there was not water enough. Another bad feature was the shortage of Lowery chucks, for out-of-town engines to make connections with, and the shortage of men.

As in all large fires, the chief engineer had to take the whole blame and Chief William O. Arnold had to take a back seat on a pension, just as soon as things had cooled down. Chief Arnold had many times asked, and been refused, the things in the apparatus line that came directly after he was forced out of the office of chief.

Is the city of Salem well situated today to fight a large fire? This question has been often asked by those who are now paying high taxes.

When one looks at what is called headquarters, on Church street, and the ladder house on Bridge street, one is opined to say that the citizens do not look with favor on giving the firemen much of a place to live in and make any kind of time in getting to a fire and they are still running three horses on that ladder truck.—Lynn, Mass., News.

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Pat. June 16, 1908

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FIRE SERVICE

THE 363rd CITY

Mayor Woodruff of Peoria Recommended Platoons on Grounds of Increased Efficiency

The 363rd city to adopt the modern two-platoon system for its fire department was Peoria, Ill., whose population was given by the last census as 66,950. It was adopted by the City Council on the evening of July 13.

Previously the Peoria Star said:

"Adoption of the two-platoon system in the fire department will be unanimously recommended to the city council this evening by the finance and fire committees to which the proposition was recently referred after an informal discussion among the aldermen.

"Mayor Woodruff strongly advises it both for added efficiency and the morale of the department for it makes the service far more attractive to the right kind of young men.

"The finance committee, fire committee, Mayor Woodruff, Chief John Schloch and a committee of firemen met last evening and discussed the two-platoon system from every angle. Peoria is one of the very few cities of any consequence that has not yet adopted it.

"It means an increase of only 15 men. The number of captains will be increased to 26 which means promotion for a number of experienced men.

"Roughly speaking the two-platoon system means that a fireman is on duty continuously for 24 hours, not even leaving his engine house for meals. He is then off duty for 24 hours.

"The men are highly pleased and the civil service board, C. W. Archdale, Bert Manning and Charles Engler, will, without doubt, be instructed to advertise for applicants to fill the 15 places. The approval of the council is practically assured which means the new system will be effective beginning August 1.

"The general impression is that adoption of the two-platoon plan means doubling of the number of men of the department and consequent cost. Such is not the case, however

"At request of the Star, W. M. Kenny, president of Local No. 50, International Association of Fire Fighters, makes the following statement concerning the proposed system:

"'Replying to your request for a brief explanation of the working and the added cost of operation of the two-platoon system in the fire department, as recommended to the city council by Mayor Woodruff and Chief Schoch, I submit the following:

"'To begin with, the adoption of the two-platoon or two-shift plan does not mean doubling of the present number of firemen, as is the popular belief. On the contrary it can be worked out successfully by adding to the department a minimum number of men for, with the coming of the platoons, the firemen give up all off days and all meal times allowed under the present system and every crew instead of losing one man each twenty-four hours (regular lay off) and one more for ten and one-half hours each day (meal time allowance for a crew) would be in full strength continuously until relieved by the opposite shift with a crew of equal strength (a company crew under the present system consists of five men).

"'With addition of the few men mentioned above two complete shifts of forty-four men each, will be available at all times, one on duty to respond to first alarms and one off duty and in reserve to answer should a serious blaze threaten.'

"Efforts to have the two-platoon system inaugurated in the Peoria fire department have been made for some time, and both the mayor and members of the fire department committee have expressed themselves as favorable to the plan if money could be secured to make it go.

"According to Fire Chief John J. Schoch the plan is feasable and could be put into operation if the full quota of firemen were now on the department and but four more were added to fill in.

"'If we had our full quota of men,' he said, 'we would have 87 on the department. With four more than this number we could put a two-platoon system into effect very easily, and provide better protection for the city as well. As it is now, however, we have but 67 men on the department, and the number necessary to make two-platoon system effective would be 24.

"'There is some talk of doing away with some of the houses,' the chief continued. 'That should not be done under any circumstances.'

"One fireman to every 1,000 of population is the usual rule for cities. it is said. It is upon these figures that the chief bases his estimate of a fair quota for the city."

LIKE OTHER ILLINOIS CITIES

Firemen of Elgin Petition for Enforcement of Two-Platoon Law

Members of the fire department of Elgin, Ill., desire a revision of their schedule of working hours, to assure of a reduction from twenty-one hours a day.

A petition to this effect, signed by twenty-six members of the fire department, was submitted to the city council. The council, upon motion of Commissioner Frank M. Lasher, immediately referred the petition to the committee of the whole, for further and future consideration. Just when the matter will again be brought up is problematical.

The firemen called the attention of the council to the state law specifying that firemen shall not be compelled to be on duty more than ten hours during the day, or fourteen hours at night, and also brought to the council's attention the fact that other city employes work only eight hours.

The local firemen advocate the "two-platoon" system, now prevalent in Rockford, Joliet and other nearby cities.

The petition follows:

"The undersigned members of the fire department of the city of Elgin respectfully call to your attention the fact that members of the city fire department are now required to be on duty twenty-one hours per day, and are subject to call during the remaining three hours of each day, and in addition thereto, on the day off now granted city firemen, the firemen, if in the city, are required to respond in event of a fire call.

"We further respectfully call your attention to the fact that all other city employes are only required to be on duty eight hours per day.

"We further desire to call your attention to an act of the Illinois Legislature which was approved June 26, 1913, and which is now in full force and effect in this state and which provides in part, That in all cities and villages which shall adopt this act as herein provided for, no employe of the Fire Department shall be compelled to be on duty more than ten consecutive hours during the day time nor more than fourteen consecutive hours during the night time.

"This is what is commonly known as the Two-Platoon Act, and is now in force in Rockford, Aurora, Joliet, Evanston, Oak Park and other cities in the State of Illinois.

"We therefore feel, in view of the above facts, that the hours of our labor should not exceed the hours of labor provided for in the above mentioned act, and we most respectfully petition you to grant us the hours of labor as provided in the above mentioned act."

Mayor Arwin E. Price stated that acceptance of the petition would mean a force of fifty-two firemen, and that no changes, apparently, could be made at this time, pending the close of the city's fiscal year.

Reduction of the number of fire companies is the only solution of the requests of Elgin firemen for the adoption of a "double platoon" system, according to Mayor Price. "We have too many companies anyway," he declared.

According to reports among firemen failure of the city council to consider its petition will result in the circulation of petitions for a referendum election. They hope to have completed the reorganization of the department by next year, or just before the 1921 budget is adopted.

Underwriters Object

The matter of consolidating the two fire stations and their crews is up again for consideration. It was brought before the city council on a motion by Ald. Elias of the third ward.

The motion, which was passed, directs the fire, water and light committee of the council to investigate the feasibility and economy which might result from the proposed consolidation and report its findings to the council. The alderman said he was bringing the matter up at the suggestion of various citizens, including insurance men and the fire chief, all of whom he had talked to, and they seemed to think the consolidation might be found advantageous to the city in various ways.

While the motion to have the matter investigated was passed without objection, several aldermen expressed themselves as doubting the wisdom of the move. It was admitted that from the standpoint of economy of operation and to insure a full crew during the meal hours the consolidation plan was desirable. It was added, however, that the fire insurance companies would not sanction the centralizing of the fire apparatus in one place. — Streator, Ill., Times.

PROVIDING FIRE ESCAPES

New Jersey Officials Going After the Delinquent Landlords

Another case, similar to the one of two months ago, regarding a landlord charged with not having furnished sufficient fire protection for a three-story dwelling house, was called in the Sixth Precinct Police Court of Newark, N. J., before Judge Boettner. The landlord was Samuel Katz, owner of the building at 221 Broome street.

The charge was made by Building Superintendent O'Rourke, with Inspector Fiverson as chief witness. Mr. O'Rourke testified that this landlord had been first notified that he was negligent in respect to his obedience to the fire laws in June, 1911, and that he had been again approached in 1916 on the same subject. Both times he had neglected the warning.

About a month ago, Inspector Fiverson said, he called on Katz and ordered him to build a fire escape. Katz told him he had sold the building, so the inspector visited the alleged buyer, a man named Bergison. This man said that he had an option on the building, but the title was in process of scrutiny and that he had not as yet completed the purchase.

After the interview the inspector returned to Katz, who still refused to comply with the fire code provision.

This testimony brought the ownership of the building into question, and as Mr. O'Rourke had not investigated this branch of the case, Judge Bottner ordered it adjourned for one week, in order that the Law Department might be consulted, and the case properly presented.

The defense consisted principally of technical arguments regarding the phraseology of the code, designed to show that the building in question did not come under its provisions. This argument, however, was overruled.

Supt. O'Rourke made the paucity and weakness of the legal weapons at his command in cases such as these the subject of a part of his discourse. The number of fire traps brought to light in an inspection of buildings in the city, according to him and other members of the department, is startling. So that it seems necessary, Mr. O'Rourke said, to provide more adequately for the work of the department in removing these dangers should the landlords refuse to comply with the orders issued by the authorities.

DIFFERENT PLATOON SYSTEM

Details in Which That Now Operating in New York is an Improvement on the Original

Headquarters 2nd Division,
243 Lafayette St., New York.
July 24th, 1920.

Fire Service,
New York.

Dear Sirs — In the copy of your publication July 17, 1920, I note an article, "Dead and Alive."

The statements in the article are not correct. I do not question the sincerity of the person who wrote the article but I do question the statements therein.

I always was and still am firmly of the opinion that the system of two-platoons as long advocated by a certain association in the New York Fire Department was and still would be extremely detrimental to the best interests of the members of the Department as well as to the interests of the citizens.

I always was and still am of the opinion that a system of two-platoons similar in scope and detail to the system at present in the New York Fire Department would be and is in the best interests of the members of the Department and of the citizens of the city.

The difference between the two systems is great.

In my opinion the so-called "original" system of two-platoons would have been nothing less than hellish for the members of the Department as well as detrimental to the interests of the citizens. The system as at the present time inaugurated in the department here in New York is entirely satisfactory and beneficial both to the members and as to efficiency and discipline.

In this connection I will mention some of the bad points of the "original" system and show wherein the present system differs.

The beds were to be taken from the houses and the men be kept awake every night on duty. They would have been tired and unfit to work. At present the beds are in the houses and the system permits all to get sufficient rest. The proposed system of having the men do all their sleeping at home was never practicable.

The men were always to be on the same shift with the same officer. No provisions were made to break the shifts and have a Captain really in command of all the members of the company at some time or other. The present system provides for a constant mixing or shifting of the officers and men. This prevents cliques or factions in a company.

The men and officers were on a day off on a Sunday every other week and there was no provision for a day off on any week day. The present system gives a day off every sixth day.

The men and officers all changed shifts at the same moment at 6 o'clock at night except on Sunday. The present system provides that only a part shift at that hour. This is a better way in the working out of the system for the reason while under the "original" system when one-half of the men were on a twenty-four hour leave no one reported for duty at 6 p. m. on that day; under the present system the larger part of the men report for duty each and every night at 6 p. m.

In the event of a fire where all are needed it makes it positive that at 6 p. m. the larger part of the absentees will walk in for duty. This is a serious consideration in a city the size of New York. It is not always possible to find men who are absent on leaves. Of course all report at 9 a. m. each day.

Under the "original" system as advocated it was claimed that less men than the present system uses were all that would be necessary to "run the two shifts."

One of the largest cities in the country was an example of what a two-shift system as originally advocated could do to the Department. Ask the men there. They will tell you what it meant to extinguish fires in zero weather with far too few men.

The present system in New York City provides for a surplus of officers, engineers and firemen. It works.

There is no doubt as to what the so-called "original" system advocated. The "leader" of the firemen at the time that Chief Croker tried the system in New York had publicly advocated the exact system that was tried years ago. We all know the rank failure that resulted.

In all fairness it must be said that what was done during that trial was what was begged for in advance by the so-called leaders of the firemen. It did not work. The system was at fault.

My belief has always been in favor of a system that would do what the present system does for the members of the New York Fire Department.

The present system is the result of a conference of all ranks and grades of the New York Fire Department and a comprehensive system was presented and it has done all possible to make it the grand success that it now is.

Very respectfully,
Henry B. Helm,
Deputy Chief of Department,
Commanding Second Division.

Ignoring the People's Verdict

Jersey City, N. J., July 31, 1920.

Fire Service,
New York.

Dear Sirs — Last election day the Jersey City firemen were successful in having voters put the question of the adoption of the two-platoon system over by a majority of 10 to 1, 31,220 for and 3,697 against, with the understanding it would be put into effect no later than March 1, 1920 by the Mayor of the city, Mr. Frank Hague. Now that this date is past and gone the firemen are wondering what Mayor Hague and his brother Commissioners are going to do for them or when is it going to be installed.

There were 100 new firemen placed on the department May 15, 1920, giving each engine company 13 men and truck companies 12 men, in each of the 10 truck companies and 20 engine companies in the department. Still an examination is being held for more men.

Just like the New York firemen, as they said one year ago they were to have the two-platoon all over their city and it is not as yet, although some of the district are enjoying it.

But Jersey City is not half the size of New York and it could be adopted within 24 hours. The only thing is the Jersey City firemen have not got a live wire at the head of the association like Mr. Albert Guinness of the New York Firemen's Association, someone to go to the front and battle for them and work for the interest of the men.

Commissioner Charles F. X. O'Brien, Director of Public Safety, dismissed from the department two active and faithful workers for the members of the Jersey City department for the two-platoons. Since that time it looks as if the members of the department are afraid to be even heard speaking of it.

But from the feeling throughout the department they are going to put it to the voters of Jersey City very shortly through the press and let them see why the Commissioners do not adopt it after them voting for it.

Hoping you give this letter all your attention and do all you can in helping us get the two-platoon adopted this fall at the latest,

I remain,
A Jersey City Fireman.

Riverdale, Md. — Town has recently been incorporated and citizens plan fire protection.

Lewiston, Me. — New fire station will be erected.

NOVEL TOLEDO PLAN

Two Platoons Adopted, to Be Followed by Three Platoons January 1

An ordinance which will establish the two-platoon system in the fire department of Toledo, Ohio, and give men alternating 48-hour periods of rest and duty was passed July 12 by the city council.

The ordinance was presented by the mayor, who explained it as a step toward putting into operation the three-platoon system provided for in an amendment to the city charter last November.

When the three-platoon system is put into full operation, it will give firemen an eight-hour day. As the ordinance passed July 12 is an emergency measure, it will take effect immediately.

Firemen will be added as fast as they present applications and are passed by the civil service commission. Under a new regulation adopted by the commission recently examinations for city firemen and patrolmen are held daily instead of at stated periods.

"This is to carry out the agreement made with the firemen some time ago to make the eight-hour day effective in the fire department on Jan. 1," the mayor said. "The legislation will enable the city to install the double platoon system before that time."

Under the double platoon system the firemen will have 48 hours straight duty, and then 48 hours off. With 100 additional firemen wanted there will be civil service examinations later to fill the ranks.

Fire Chief Elling said that at this time there are several vacancies in the department due to various causes.

At present firemen are paid $125 a month for the first six months' service, $137.50 for the second six, and $150 a month thereafter.

OWNERS LIABLE FOR FIRES

Text of the New Law in Force in Massachusetts

Under a new Massachusetts law, which becomes effective upon acceptance by cities and towns, a penalty of not less than $10 or more than $50 per day is imposed upon a building owner or occupant who permits the existence of conditions liable to cause fire upon his premises, says State Fire Marshal George C. Neal:

"Stores have been the worst offenders in allowing the existence of a fire menace through failure to remove rubbish and other refuse. All over the State retail establishments, located frequently in large business blocks, and in the same building with families living overhead, have allowed waste paper, broken boxes and highly inflammable material to collect upon their premises, making possible the outbreak of a serious fire at any moment.

"We have been powerless to remedy these conditions up to the present time, but under the powers given by the new law, the local fire department officials will be enabled to deal with the menace."

The law, which is an amendment of Section 5 of Chapter 32 of the Revised Laws, reads:

"The State fire marshal, or such persons as he may designate, the chiefs of fire departments in cities, and the chief engineer or chairman of the board of selectmen, in towns having no engineer, may, and upon complaint of a person having an interest in any building or premises or property adjacent thereto, shall, at all reasonable hours, enter into buildings and upon their premises within their jurisdiction and make an investigation as to the existence of condition liable to cause fire.

"They shall in writing order such conditions, if existing, to be remedied and whenever such officers or persons find in any building or upon any premises any accumulation of combustible rubbish, including waste paper, rags, cardboard, string, packing material, sawdust, shavings, sticks, waste leather or rubber, broken boxes or barrels or other refuse that is or may become dangerous, within 24 hours after notice of such order, apply to the State fire marshal, by whom the matter shall be forthwith investigated. Unless he revoked the order, it shall remain in force and be at once obeyed by said owner or occupant, who, if he refuses or neglects to comply therewith, shall be punished by a fine of not less than ten nor more than fifty dollars for each day during which such neglect or refusal continues."

FIREMEN CAN BUILD HOMES

Organization to Finance Construction of Houses and Fire Rule Amended

A municipal employes' building and loan association was organized in New York under the auspices of the Mayor's Housing Conference Committee to aid in the solution of the housing problem by financing the construction of homes for themselves.

Organization took place in the office of Frank Mann, tenement house commissioner and chairman of the mayor's committee. About 500 shares of stock were subscribed at the rate of 50 cents a share a month. Members of the association will be enabled to borrow the necessary funds.

The following directors were named: Commissioner Mann, A. F. Matthews, Deputy Comptroller Frank J. Prial, Jarvis S. Hicks, treasurer of the Long Island Savings Bank; Duncan McGuinnes, Colin H. Woodward, commissioner of public works, of Manhattan; William E. Walsh, Lawrence McGuire, Edward P. Doyle, secretary of the Real Estate Board and the mayor's committee; William F. Doyle, chief of the Bureau of Fire Prevention; William R. Bradley, Capt. John J. Waldron of the Fire Department, Adelaide L. McNamara of the Department of Health, Corporation Counsel John P. O'Brien and H. H. Murdock.

Other actions looking to solution of the housing problem were:

Henry H. Curran, President of the Borough of Manhattan, recommended to the committee on city plan and public improvements denial of the petition of theatrical interests to have certain Sheridan Square blocks changed from classification as a residence zone to a business zone. The desire of the petitioners to erect a theatre there, tearing down a number of dwellings for the purpose, has been the subject of warm fights before the Board of Aldermen and before the Borough President.

The Board of Aldermen passed an ordinance permitting the walls of dwellings outside the fire limits to be made only eight inches thick instead of the twelve previously required where the building is not more than forty feet in height. It was stated that such amelioration of restrictions would reduce the cost of the building by one-third.

United States Senator William M. Calder, chairman of the Special Senate Committee on Reconstruction and Production, sent a telegram to the Interstate Commerce Commission urging the Commission to permit all branches of the building industry to submit facts concerning the seriousness of the situation. Mr. Calder said the building trades desired an opportunity "to present to your commission facts as to the inevitable results of a continuance in operation of the recent car service orders."

Senator Calder conferred recently with several railroad executives, calling their attention to the importance of immediate transportation of building materials. He said the movement of building materials should take precedence over all shipments except food and fuel.

Served 53 Years

The oldest fireman in years and service of the St. Louis department retired recently and will receive a pension of $50 a month.

He is Adam Newman of 1154 North Leonard avenue, who is 85 years old. He first began his service in the department on Oct. 24, 1857, and since has served 53 years, 8 months and 29 days.

His service was continuous from the date of his entry to the present except for the period between March 31, 1863, and March 9, 1872, and was active until 1895. Since then he has been a night watchman at various fire stations. It is said that he organized the St. Louis Firemen's Mutual Benevolent Association, now a thriving organization.

Extraordinary Qualities

It is a great mistake to suppose that President Kenlon is seeking to be re-elected President of the I. A. F. E. for his own benefit or even for the benefit of the fire service. It is, says the Fire Engineer, for the benefit of mankind, for the uplift of the entire human race, for there never was a man born before possessing such extraordinary qualities. In its June issue the Fire Engineer says:

"He possesses an aggregate of qualities, high qualities, of emphasized value just now to the whole continent and which it were a stultification of the law of economics for the I. A. F. E. not to utilize to the very fullest. He has vision, prevision and provision, as has abundantly been shown. He is aflame with ambition for his profession, that Fire Engineering shall take aggressive and progressive rank among other great engineering bodies and keenly jealous of its fair report in great deeds well done.

"Bear in mind, please, that it is not the man under consideration now. But these be qualities, my masters, it were well to weigh impersonally in scales of precision, to estimate, to commandeer, if necessary, and to employ to their uttermost of service for the further development of the association, the welfare of municipalities and in the interest of the common wealth of mankind."

Carthage, N. Y. — Fire brigade has been organized.

FIRE SERVICE

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The Convention

The annual convention of the I. A. F. E. opened at Toronto July 26th and closed with the election of officers July 30th.

Owing to a misunderstanding with the Board of Directors and the Archbishop of Toronto, Chief Kenlon of New York resigned the Presidency of the Association before the opening session but remained as a delegate until the end.

Atlanta, Ga., was chosen as the place of meeting of the next convention and the following officers were elected for the ensuing year: President, Chief Healy of Denver; First Vice President, Chief Reynolds; Second Vice President, Chief Ringer of Minneapolis; Treasurer, Chief Carter; Secretary, Chief Mulcahey of Yonkers.

The detailed account of all events of the Convention will be given in our next issue.

The Last Straw

The most pathetic spectacle in the fire service today is the venerable figure of Mr. H. H. Easterbrook mourning at the graveside of Continuous Service. It marks in his opinion the Last Straw.

During his lifetime as an observant watcher and sage adviser of the firemanic world, he has seen it go from bad to worse. And now in his closing years comes this final stroke.

First came Civil Service. That got Mr. Easterbrook's "goat."

That anybody should propose to put sacriligious hands upon the ramshackle fire-extinguishing system that was left over out of the Civil War excitement, was in his opinion the height of impudence. The outrage was still greater when it became known that the proposed new system was scientific and economic and logical and progressive — with names that were abhorrant if not unintelligible.

Mr. Easterbrook fought for years against this innovation. His theory is that firemen are born, not made.

He asked with indignation what difference it made whether a fireman could read or write? He asked pertinently how a knowledge of arithmetic was going to help a man put out a blaze. The United States Government was unable to answer this question.

But the fanatics and bigots who, to use their own phrase, proposed to "elevate the fire service," won out with Civil Service. They had laws passed to suit themselves in most of the States of the Union.

And then came Motorization. This was even worse than Civil Service, for it struck at Romance, the very foundation of the fire service in the opinion of Mr. Easterbrook. He believed and believes now that the fire service is nothing if not romantic and melodramatic.

Sweating horses plunging through crowded streets, excitement, firemen rushing hither and thither and Chiefs shouting through trumpets from the roofs of burning houses in full view of an admiring multitude — these were, in Mr. Easterbrook's opinion, visible realizations of the nobility of fire-fighting. The more houses that burned the better it was for the fire service, for what were houses compared to the awe evoked by "ideal firemen" of the old school?

For Mr. Easterbroow emphatically belongs to the Old School. He not only fought against motors and defended the Horse as the embodiment of Romance, but he had the greatest respect for the old hand tubs. He more than once expressed a doubt whether the hand tubs were not better after all than horse-drawn apparatus, for his general opinion seemed to be that the further back you went into the history of the fire service the better it was. In other words, it was only being ruined by "improvements."

These so-called improvements in the fire service Mr. Easterbrook noticed were always being suggested by outsiders, by intellectual snobs who began by saying that the fire service, instead of being a picturesque thing maintained for the purpose of preserving something romantic and esoteric in our prosaic life, was in reality an economic institution badly in need of reorganization on modern lines. This aroused his contempt and wrath.

Moreover, he maintained that no outsider understood, or could understand, the fire service, that it was a sacred mystery handed down from one generation of firemen to another by word of mouth, the secrets of which were only whispered by old-timers in the recesses of the engine house.

But in spite of all that Mr. Easterbrook could do the horse as a motor "got it in the neck" and with the horse Romance almost wholly departed from the engine house.

There was only one thing left of the old fire service with which Mr. Easterbrook's life has been bound up. That was Continuous Service.

Here, by men on 24-hour duty who actually lived with and slept on the apparatus, who breathed stable manure and gasolene odors and had abandoned all connection with the outside world, the noble traditions of the old-time fire service were being preserved. As long as they were kept from the world by Continuous Service, compelled to eat, sleep and make their so-called "homes" in the engine house, the holy traditions of a noble profession now threatened by the cursed activity of reformers, might still be preserved.

For Mr. Easterbrook's theory that firemen are born not made, had as a corollory that firemen should think only firemanically, that they should "merge their identity into the apparatus." How this was to be accomplished he never explained, but his firm conviction remained that firemen should be a class apart, professors of an abstruse and recondite science that nobody else could understand — silent, mysterious, awe-inspiring. Any proposal to class them with the rest of humanity was in this view little less than blasphemous. It was a kind of high treason.

And then along came Two Platoons. This was the worst proposal yet made by the fanatics, by the cranks whose one "bug" seemed to be to take all the Romance and Melodrama out of the fire service.

They actually had the impudence to say that it made for increased efficiency, as if that had anything to do with the matter. For if there is anything for which Mr. Easterbrook — the last exponent of the Old School — has contempt, it is efficiency.

He said that with platoons "firemen would cease to be firemen." They would become mere workers, commonplace individuals, with regular hours and "homes" like everybody else. Small boys who saw them going and coming from their homes would fail to regard them with awe as soon as they ceased to disappear into the darkness of the engine house only to emerge in case of a fire, when their role became still more awe-inspiring.

Mr. Easterbrook fought valiantly against platoons. He saw the oncoming wave of reform and knew, as no one else, how it threatened the very existence of the old-time fire service with all its traditions, its mysteries and its secrets.

But the blow that came was swift and powerful. The "old time fire service" collapsed far quicker than the German Empire. It was all over in less than two years.

It had taken Civil Service and Motorization each more than ten years to almost destroy a noble profession. And here was Two Platoons, the Last Straw, put over in something like 18 months, sweeping onto the dust-heap all that remained in the fire service of Romance and Mystery and completing the utter destruction of the noble traditions to which Mr. Easterbrook had devoted a lifetime.

Is it any wonder, therefore, that as the corpse of Continuous Service is lowered into the grave, this venerable figure may be seen dropping a tear and sobbing "All is lost save Honor"?

The Eureka fire hose department of United States Rubber Co. has announced that it will open an office in Los Angeles which will sell Eureka hose to southern California, Arizona and New Mexico.

Schenectady, N. Y. — Purchase of fire hose to sum of $1,200 authorized.

HIGH PRESSURE SIGNALS

Money Appropriated to Install a New System in Boston

In further planning for the operation in oston of the high pressure fire service in e business district, Fire Commissioner hn R. Murphy has secured the approval Mayor Peters to spend $5,000 to install signal system from the location of the e to the pumping stations.

The best system, according to the stu- es which have been made, would cost 5,000. This would mean telegraph and lephone service from the fire box to the e alarm station and the pumping sta- ns.

It would be necessary to install a sys- m similar to that used by the police. Be- use of the expense the commissioner has opted the suggestion of Supt. Fickett of e fire alarm branch, which embodies a ug device to be installed in the fire arm box posts.

Portable telephones and telegraph in- ruments may by this device be connected to the circuits, telegraph messages to be transmitted through the fire alarm office to the pumping stations from the location of the fire, and these messages to be recorded in the fire alarm office as well as at the pumping stations.

By this method, apparatus used for receiving and recording signals at the pumping stations would be similar to that used in the first system. If, for any cause, transmission from the fire alarm box to the pumping stations through the fire alarm office becomes inoperative, the signals in such an event could be transmitted to the fire alarm office on the box circuits, and on receipt of such signals the fire alarm operator would then key the signals to the pumping station.

Telephone connection can also be maintained between the fire alarm box, the fire alarm office and pumping stations. The fire alarm box posts which would be used in this system are close enough together in the high pressure zone to give reasonably good service.

WORCESTER'S TRAINING SCHOOL

Over 10 Years in Operation and One of the Best of Its Kind

Passing a civil service examination and inning appointment to the fire depart- ent of Worcester, Mass., is not all there to holding down — or up — that job. ot by a long, long distance.

Getting appointed is only the first step, easy one. It does not open the way ithout hard, dangerous work to hours of lling in a chair in front of the open doors the fire houses; to playing dominoes, ading the paper or taking a day off. In- ead it means that the successful appli- nt has placed himself in position to un- rgo the stiffest sort of training in order at he may become a fireman in deed; not name only.

Any pleasant day at this time of year ere is a treat at fire headquarters for ose who like to be thrilled by feats of ill and daring.

Men are sliding down on a rope from the of of fire headquarters to the ground. thers are climbing the five stories by eans of swinging, swaying scaling lad- rs. A crew is coupling two lengths of se, attaching the nozzle and yelling for vater."

Suddenly there comes the call for a lad- r to the third floor from the man with e white cap who is standing around ap- arently doing nothing but watching.

A crew of huskies grabs a 55-foot ex- nsion ladder and it's up and in position the time a painter would take to decide hether it would be worth while putting it place before knocking off for dinner. nd a whole flock of recruit firemen goes reaming up that ladder as if they had en doing it for years, instead of just tak- g their second or third try at it, as was e case when the camera men made it eir business the other day to picture just w they do it.

Deputy Chief Edward L. Janes, who, 10 ears ago, followed Chief Avery as in- ructor after the present chief had been aching the firemen the latest tricks in ving life and property for eight years, is ving the busiest time of his career as structor.

Practically all of the men now under his struction are new appointees to the de- artment; young fellows who got their chance when the city adopted the two-pla- toon system.

Many of them had even more exciting times dodging shrapnel "over there," but they all allow, that considering it is peace times, there is considerable excitement and some exercise connected with their new jobs. A fireman must have been six years in service before he wins exemption from the training school.

People who puff when hurrying up a long flight of stairs mentally picture their con- dition if called upon to pull straight up — not walk up on a comfortable slant as on stairs — five flights of ladders and then shin over the edge of the roof. Can you visualize it?

It's not exactly a picture that has com- fort and ease as the foreground.

A man who can take hold of a scaling ladder and climb it and repeat that opera- tion four times without stopping for breath is in pretty fair physical condition.

But that is nothing; merely an inciden- tal in training to be sure that the candi- date for the job knows the best way to get up a ladder and has no nervousness about doing it that would handicap him in the work the trip up the ladder calls upon him to accomplish.

Trips up or down a ladder are for life saving or to lug a line of hose or an axe up or down. Firemen being gifted with only one set of hands and arms are called upon to learn to make them do the work of two or three sets.

When they get a little farther advanced in their training they will be lugging com- panions down on their backs, or across their arms as the photographs show older members of the department demonstrating.

After you watch one of those trips down the ladder your sympathy is entirely with the "victim" who, because of his simulated inability to aid himself, must act like a "dead one" or at least one who has been made unconscious. Almost anyone would rather be the fireman with the load on his back than the victim in one picture who is depending on the strength of his hand- kerchief knotted about his wrists to keep him on his comrade's back. There are two other ways of bringing down inert hu- mans, both demonstrated by experts, but the general impression you get after watching the exhibition is a desire to do your own coming down.

When firemen are called upon to bring unconscious folks from buildings it is when smoke is thick, perhaps when the rungs of the ladder are ice coated and hands cold and when water from the hose is spraying over them.

It looks like the easiest thing in the world to couple two lengths of hose togeth- er in a hurry. The trouble is the "hurry."

If there is anything more contrary than a fire hose coupling when the firemen in the building are yelling "water" and the crackle and roar of the flames are audible, it never has been exhibited in the presence of one who has fought fire.

Even with a great net of canvas, the center softened by a folded blanket, held temptingly for you to jump into, there are few who would not hesitate or require the urging of smoke and flames uncomfortably close before launching themselves forth into the air.

And then it would be instinct to try and land, like a cat, feet down. A fireman will tell you to land sitting down as the best for you and for those holding the safety net.

All things considered there is no quicker way to get down than by jumping. It's just a case of hitting the net sitting down.

But if you are in danger and you see one of the big aerial ladders skid to a stop below hang on a minute longer for the top of it will be up there in jig time and right along with it will be one of the huskies who knows all about the best way to come down a ladder.

Or it may be he will have a rope with him. He will climb into the window, fasten the end of it where you never would think a suitable place — around the leg of an iron bed dragged over to the window. Next he would take three hitches of the rope around his safety span on his life belt, shoulder you and slide down the rope.

If either of these methods of life saving is impossible for one reason or another there is always the scaling ladders as a last resort.

A couple of firemen stick the long hook of one of these through a window on the second floor and one climbs to the top. His mate passes him another ladder and up they go from window to window, if necessary using the last ladder they climbed to mount higher, but generally having others passed to them as they ascend.

While all this is going on, assuming that the fire is a bad one, the water tower has wheeled into position, its crew has cranked the tower into the air, pointed the nozzle into a window and one of the engines is pumping a powerful stream where it will do the most good, while from the truck the deck gun, handled by one man, is doing more execution.

Everything is mapped out, planned be- fore the alarm as near as varying condi- tions permit. The officers of every com- pany know the character of the buildings and their contents that are in their imme- diate territory because they inspect them frequently, especially those that are known as dangerous fire risks.

They know their men. They know they are trained and ready for anything, even to risking and losing their lives in their battles against the fire king. And with that knowledge they while away the hours between alarms and when not in training, knowing that, at least when a man's property is burning, they are the most popular group of city employes to draw salaries and are welcome at any hour of the day or night, regardless of their at- tire or that of the host or hostess.

Ambridge, Pa. — Recent fire proved hose to be in bad condition.

WHEN FIRES OCCUR

Hours and Seasons Shown by the Statistics Gathered in Hartford

Those impatient people who leave a baseball game before the last inning, the theater before the announcement of tomorrow's show and the "Good Night" flash, and church before benediction are often in danger of missing the best part of the whole show. The minister might resign in indignant tones, the home team might whale the ball over the lot and pull the game out of the fire, and the theater might burn down.

And if those same folks who show such a love and rush for the sidewalks outside leave before recall is sounded, they will often miss the most interesting part of the blaze and continue uninformed as to one little unknown branch of the Hartford, Ct., Fire Department, but which, because of the able supervision of Chief John C. Moran and Third Deputy Chief Robert H. Ramsden, succeeded in keeping Hartford's fire loss away down last fiscal year, despite increased valuations, more congested conditions and more buildings than ever before.

The branch of the department we speak of is that which busies itself before and after. Before, it does its utmost day and night to make sure that a fire hasn't got a snowball's chance of getting started and that the firemen will have a fighting chance, and more, in putting it out when it has got going. After, it goes around, pores over the ashes and ruins and charred wood, and tries to find out how in Hartford the fire started.

Furthermore, this branch of the department is on the job all the year 'round, day and night. It is like the intelligence service of the army and navy, the aviation corps or like the government's secret service.

It goes before and after. It knows just what are the conditions that make for fires and it sees that they are done away with as soon as found. Rubbish, poor protection, fire hazards of every description, from the simplest to the most technical violation of the laws of safety, are noted and the owner of the property soon finds in his mail a request that he remedy conditions.

Four times a year the city is gone over completely by Chief Ramsden and the fifteen men from each house who are delegated to work in this branch by Chief Moran. Each man has charge of his own territory and he reports the presence of dangerous hazards to Chief Ramsden. The latter's report to the fire commissioners for 1919-1920 shows that there were 4,588 notices received and cared for, not to mention thirty-four cases that were turned over to other city departments.

If Chief Ramsden or any of his men find that certain doors or windows or cutoffs are blocked and would be useless in case of fire, it means that time would be lost in removing those obstacles. So they are removed in the ordinary course of fireless days and time when it is most precious and vital is saved.

That is one reason why Hartford's fire loss last year was only $151,181.52, with only 594 fires, the smallest total in both respects in seven years, despite the fact that the more highly civilization organizes, the greater the congestion, the taller the buildings, the more utilization of space there is, the greater becomes the danger from fire, and the greater the damage when fire starts.

Interesting and valuable, too, are some other records that Chief Ramsden has been keeping now for three years, partly for his own amusement, but now because of the light they throw on the fire situation in the city.

One record shows at what hours of the day or night fires come, telling just when the busiest hours are and when the quietest come. While the figures for one year are not hard and fast, yet the figures collected for several years do enable the department to strike an average and perhaps to expect and be in the best of trim at certain hours of the day and during certain months of the year. And, as has been the case, these reports undoubtedly have some bearing on the meal hours and sleeping time of the firemen, and Chief Moran's disposition of his force.

According to Chief Ramsden's figures, the hour when Hartford has fewest fires is from 4 to 5 o'clock in the morning. It isn't hard to figure out why this should be so, for at that time only a minor part of the population are up and awake and mayhap giving cause for fire.

The figures show the city wakening up, stirring abroad, getting busier and busier, with more occasions for fires in the late afternoon and early evening when Hartford either rushes home from work, starts to get supper, go out for the evening or do any of the thousand and one things that spell activity. It may be sister curling her hair for the theater; the grocer who has left a fire where it should not be when he leaves his store at night; brother smoking as he rests before he starts out for the evening. Whatever it is, the records show it in a collective sort of way. And then, as Hartford creeps home to bed, the number of fires decreases.

The number of fires and the hours in which they occurred during the fiscal year of 1919-1920 are as follows: Midnight, 12-1, fourteen; 1-2, fourteen; 2-3, fourteen; 3-4, fifteen; 4-5, two; 5-6, five; 6-7, eleven; 7-8, twenty; 8-9, twenty-two; 9-10, thirty-three; 10-11, twenty-four; 11-12, thirty; 12-1, thirty-four; 1-2, thirty-two; 2-3, thirty; 3-4, forty-two; 4-5, thirty-six; 5-6, thirty-seven; 6-7, forty-one; 7-8, thirty-seven; 8-9, thirty-seven; 9-10, nineteen; 10-11, twenty; 11-12, twenty-five.

The weather and seasons also have their effect on the number of fires. Normally, there are fewer fires in summer than in winter for obvious reasons. Yet, if it proves to be an excessively hot summer, people rush to get away from home and leave dangers behind, with the result that there is greater danger of fire. On the other hand, because of additional use of the elements that cause there, there are usually more fires in winter, except that an excessively cold winter keeps people home where they will be on guard. December and January and November are usually the worst months because the fires are being started, after a summer in which chimneys, flues, stoves and other parts of the heating apparatus has had a chance to get out of order. The records from April, 1919, to March, 1920, are as follows:

April, 62; May, 46; June, 41; July, 29; August, 42; September, 23; October, 51; November, 42; December, 77; January (1920), 94; February, 42; March, 55.

As a rule September is the best month because the need for fires is not so great, and at the same time people are back from their vacations and preparing for fall by cleaning and doing away with the conditions that start a fire.

Just as important in keeping down the fire loss and in preventing future fires, too, is Chief Ramsden's work of investigating how fires ever got started, which he does as soon as the firemen have finished the more active part of the work.

Many fires, of course, are not preventable, but he believes that 90 per cent are caused through carelessness, and his collection furnishes some idea of the queer ways fires get started.

Rats' nests, rust-eaten stovepipes, cardboard found over an open flue, defective electric wiring, tissue paper over a steampipe instead of asbestos, charcoal left around carelessly, all these can be found in his collection.

One item chief has which marks back to war days, and which was turned over to him by a man who received it. It is the packing in which eggs came, but along with the eggs were cotton batting and matches liberally sprinkled therein.

Another time a careless tinner started a fire. After finishing his job he had some charcoal dust he didn't want to carry away in his pot, so he dumped the whole down a nearby chimney. The hot charcoal trickled through a defective flue in the cellar of the house and set fire to a heap of boxes and furniture. After the firemen had put out the blaze, with damage of several hundred dollars, Chief Ramsden discovered the bits of charcoal in the flue.

Rats' nests, made up as they are of clothes covered with oil and vegetable compounds, are often the cause of fires whose start is attributed to spontaneous combustion. Moving around in his tight little nest, the rat's warm body generates heat until the cloths and sticks and leaves flame up and burn slowly, gradually spreading unless found.

In one Chinese restaurant, a Chinese waiter jumped up with prayers to his gods when a flaming mass fell on his bed and on him. Investigation found that the flame from heaven was nothing but a rat's nest which had started to burn and burned a hole in the ceiling, where it was concealed between the joists.

Sometimes Chief Ramsden has to turn detective, as in one case in which one of the central figures is still serving time in jail. He went to the scene of the fire and the woman told him the cat had knocked the lamp over, thus starting the fire. But the chimney of the lamp was unbroken which at once aroused suspicion. Next the chief smelled oil and found the couch and chairs in a room adjoining the one where the fire started, saturated with kerosene. Both husband and wife went to jail for arson.

Again, the chief went into a store to buy some collars and found a piece of cardboard covering an open flue. Sparks and heat flowing up the chimney had burned through and at any time a spark might have escaped to the shelves below and set the place ablaze. Taking the cardboard to add to his collection, Chief Ramsden warned the proprietor to be more cautious as to his fire hazards.

While investigating complaints in a public building one day, he struck his head against a steam feedpipe in a dark corner of the cellar. Putting up one hand to find what he had struck, he pulled off a roll of tissue paper that had been used as covering. The inside was badly charred, and the whole might have dropped and set fire any time to a mass of inflammable material below.

Local and foreign insurance companies have come to know and value and work closely with this branch of the local fire department. Many a time, acting on the advice of Chief Moran or Chief Ramsden they have waited a while before paying out fire insurance in the case of suspicious fires and their waiting on investigations of the kind described above has been justified.

Another result has been that certain fire boxes in the city from which alarms came with the regularity of the clock are silent more than they used to be.

SOME ILLINOIS RECORDS

Firemanic Tests Timed with a Stop Watch in Competition

Chief John Ely and Assistant Chief Roy lsip of the Champaign, Ill., fire depart- ent, have completed the compilation of ecords of the June efficiency tests conduct- d by the department which show more emarkable records attained by the mem- ers of the department.

The tests are to be made every month, nd the man standing highest in efficiency the end of the series which will proba- y continue until fall, when the regular usiness" of the entire department will revent further training, will be given vo weeks extra vacation with full pay and badge of merit.

The department this year failed to low- the record made three years ago when a x-man team beat the record made by En- ne Co. No. 48 of Chicago in the following st: Pumper and hose truck leave house signal, pumper connecting with fire ug 75 feet distant, with two leads of soft ction, and turning on water; hose truck ys 300 feet of hose, break coupling and tach nozzle; pressure is raised to 100 unds.

Three years ago the Chicago company ade the test in 16 seconds. Champaign ade it in 15 1-4 seconds. This year the st time made was 18 1-2 seconds, which arks the time that the guage snowed 100 unds pressure. Water showed at the ozzle in 29 seconds.

One of the tests made for which credit as given but the time element did not nter, was in the use of Pompier ladders the Inman hotel Each fireman climbed om the ground to the roof of the Inman, e equivalent of seven floors, by the use the Pompier ladder, which is a single ick ladder with a hook by which it is tached to the sill of the window on the or above.

Another "team" test was the raising a forty-five foot extension ladder by a e-man team. The lowest time was 20 1-2 conds.

The lowest time on the one-man events was:

Making fire plugs, dropping off rear of truck with lead of hose, removing hydrant caps, attaching hose and gate valve, 29 1-2 seconds.

Attaching pumper to plug by two links of three-inch soft suction hose, 33 seconds.

Applying leak stop to hose under pressure, 6 seconds.

Run fifty feet, break coupling and attach nozzle, 15 seconds.

Carry hose line to top of 65-foot aerial ladder, 14 seconds.

Carrying 12-foot ladder to top of aerial, 15 1-2 seconds.

Assembling and setting up deluge set (three leads of hose attached to one six-inch hose and nozzle), 47 3-4 seconds.

Raising and operating 65-foot aerial ladder, placing against building, 29 seconds.

Taking chemical lead to top of Inman hotel, seven floors, 37 1-2 seconds.

Climbing to top of 65-foot aerial ladder, 13 3-4 seconds.

Climbing 32-foot wall ladder, six seconds.

Climbing 28-foot wall ladder, 4 1-4 seconds.

Climbing 45-foot extension ladder, seven seconds. (Three men tied for first.)

Raising 28-foot wall ladder, 11 1-4 seconds. (Two men tied.)

Raising 32-foot wall ladder, 16 1-2 seconds. (Two men tied.)

The total time for all these events, including the team-time where the individual co-operated with other men in the team work, gave the low man five minutes, 37 1-2 seconds. The time made by other individuals of the department was: Six minutes, eleven seconds; six minutes eleven and one-half seconds; six minutes, 49 3-4 seconds; seven minutes, 12 1-4 seconds; eight minutes, 23 1-2 seconds; eight minutes, 23 1-2 seconds; eight minutes, 36 1-4 seconds; 9 minutes, 3-4 seconds.

BOSTON'S HIGH PRESSURE

Expensive System, Long Under Way, Soon to be Put in Operation

The Boston Herald says:

Steady progress now marks the work of stallation of the long-awaited high pres- re fire service system. The common pre- ction is that within four months we shall ve the system in operation; the fire com- issioner himself thinks it expedient, "for fety's sake," to add two months to that timate.

The appropriation of $300,000 some ten ys ago practically completed the finan- ng of the system. Of the 11 miles of gh pressure pipes 9 miles are actually id and the remaining 2 miles will soon be the ground.

The hydrants are ready. So are the two tlantic pumping stations, one in the pow- house of the "L," the other in the power ation of the Edison Company.

The signal service system has just been ecided upon and the small amount of oney for its installation arranged for; it ill be easy to have it ready within the me allowed for the completion of the hole. The high pressure combination hose agon—of peculiar construction to carry ose and attach to the high pressure hy- rants—will be completed a month or more efore the allotted time.

Also the men of the new department are themselves in training, learning to know the hose and the hydrants, acquiring experience in advance of the emergencies that may come. New York's acquaintance with the work of such a system here has been utilized.

The Stuart street pumping station will come when the necessary pipes—in addition to the 11 miles mentioned above—shall be laid. The vacillating policy which has hindered the whole enterprise cannot now interfere with this station, as it has been definitely authorized, its location established and the contracts let for it.

Boston thus is soon to have in actual operation a high pressure system equipped with hydrants that can be used for a pressure of even 300 pounds, enough to demolish most buildings. At that pressure each pumping station is capable of pumping 3,000 gallons per unit per minute; as each station has two units the station capacity is 6,000 gallons. But the ordinary working pressure will range from 125 to 175 pounds and each unit at the latter pressure will pump 5,000 gallons per minute, each station 10,000 gallons, and the two stations 20,000 gallons.

Boston has had its troubles as is well understood in getting this improvement. Baltimore began its high pressure system in September, 1909, and finished it in April, 1912.

Toronto completed such a system in four years and Winnipeg in half that time.

If these be smaller cities the discrepancy nevertheless long seemed discouraging, for Boston was the first of eastern cities to establish a high pressure fire service—a mile of pipe with hydrants in 1899; a system was authorized by legislative act in 1911; contracts were let in 1914; the whole should have been done in three years.

But pipes were defectively laid, agreement was painfully slow as to the location of the pumping stations; and so dilatory were the promoters of the plan that when Mayor Peters assumed office seven years had passed since the Legislature had empowered the city to install the service.

The present administration at once "got busy" in this important interest, and the city ought not to have to wait much longer for this great advance in its equipment for insuring the safety of its property.

Invitation to Exhibit

Fort Wayne, Ind., July 17, 1920.

Fire Service,
New York.

Gentlemen — In connection with the fourth annual convention of the Indiana Firemen's Association, to be held here, Aug. 11 and 12, we are inviting those who manufacture, or sell, appliances and accessories of interest to the firemen to exhibit here. Firemen from every part of the State will be in attendance.

We will spend upwards of $5,000 to entertain our guests on this occasion, and in connection with this we are going to furnish free exhibit space to all who care to show here. We, of course, require that all exhibitors be associate members of the association, but this is a matter of but $2 per year.

It is understood, of course, that this exhibit is to be held in the same hall in which the convention will meet. It will be impossible, therefore, to exhibit fire trucks therein, but provision will be made to place trucks on exhibit adjacent to the convention hall, and such exhibits are also invited.

Respectfully yours,
Carl S. Steup, Fire Station No. 2,
Chairman Exhibit Committee.

Lynn's Notoriety

Lynn has always had the name of being pretty clever in getting the best of fires of late years, and does not take its hat off today in that line, but Mayor Creamer, who has snapped a "ring in every man's nose" by requiring them to swear, by all that is good and holy, that they will not do any outside work, and to this the Lynn firemen have held up their good right hands and said, "I am your bird, Mr. Mayor."

The mayor might just as well said to every fireman, who has had the oath administered to him, that that man was a liar, pure and simple, for there is not a man but what would have told His Honor, on the word of honor, that he would not do any kind of this work, yet, by this very act, Mayor Creamer has said "to h —— with your word."

Meanwhile, Lynn has gained a notoriety among the firemen all over the State that cannot be effaced in a long time to come.

One well known doctor, who pays a good real estate tax into the city treasury, was heard to remark that he wondered if Mayor Creamer would send around the city clerk and make all of the patrolmen of the Lynn police department swear that they would do no work for anyone on their time off. Why should they not come under the swear-in yoke, as well as the firemen?

RELIC OF THE PAST

Last Volunteer Fire Company in Philadelphia Goes Out of Existence

The Active Volunteer Fire Co., successors to the old United States Hose Co., at 423 Buttonwood street, Philadelphia, and the last of the volunteer companies in the city, passed out of existence when the building, furnishings and equipment went under the auctioneer's hammer.

In this famous old building were housed the implements that extinguished many a flame of "ye olde days." Hose carriages, with their four-coil spring bells on the front and their glass rollers for the hose, a hand-power engine, bearing the motto "Semper Paratus," or "always prepared," firemen's hats of the old type. Leather belts with the names of the companies form a border for the room.

The old-fashioned coal stoves stood in their places.

On the second floor was the meeting room of the association, where the original members slept while waiting for a call to duty. In this room there was a large silk banner, painted by John A. Woodside and presented to the fire company by the Ladies' Auxiliary in 1843. It pictures two beautiful women symbolizing fidelity and duty. This the painter declared to be his masterpiece.

Here also were more old-fashioned colorful lithographs and old leather capes which fire fighters of those days wore. Also a framed set of resolutions, done on the old-time black paper and gilt print, expressing regret at the death of Abraham Lincoln. Over the door hung two of the nozzels used by the Heart and Heart Fire Co. of 1736. Old-time fire axes stood in the corner.

The third floor contained much the same things as the second, with one exception. Arranged around the room was a row of chairs, on which were the hats of the deceased members. They were covered with dust and falling apart with age.

WANTS NOISELESS NOISE

How a Fire Siren Startled President Wood of New Bedford

President Wood at a recent meeting of directors of the New Bedford Chamber of Commerce called the attention of the board to the threatened purchase by the fire department of a new fire alarm horn and warned the business men of what he thought was hanging over them.

He stated that when he was recently motoring toward New York he passed through some city like Stamford or New Rochelle. It was a peaceful afternoon in June and the business section was active but very orderly.

Suddenly there burst on the air the most awful penetrating distressful cry. It was like the fearful lament of an afflicted cow whose calf had been taken away—but magnified certainly ten volumes of sound, he said.

Mr. Wood thought it the saddest, most appealing cry he had ever heard, and the most demanding of immediate succor and sympathy.

And it evidently had that effect on the citizens, too, for all business ceased, clerks all came out of the stores and lined the curbs. It was impossible to do anything else while it continued, but wonder how big a mammoth ante-deluvian cow must be which could tear the heavens apart with such an unearthly bulk of noise.

And it did continue a long time. Three or four minutes seemed unending while that unseen cow breathed out such agony of despair. What could it be, and what could be done?

Mr. Wood said that his car was stopped and inquiry revealed the fact that this was the fire alarm horn, operated on the principles of the most awful squawker on any automobile in New Bedford—but built to create a warning sound not for a city square—but for the city's limits.

It was manifest, Mr. Wood thought, that no business was done in that city while the sound continued. Nor for several minutes afterward until the many nervous systems were readjusted.

The fire horn proposition as well as the entire subject of a system of signals for the fire department was promptly referred to the civic division of the board.

In an editorial the New Bedford Standard said:

"The president of the Board of Commerce, Mr. Edmund Wood, describes the fire alarm siren in terms that make the flesh creep. Edgar Poe could have done no better. The grisly similie which likens the proposed signal to the trumpet of the Angel of Death, whose sad and compelling notes enter the sick chamber and beckon the patient to the Never-never land, fills the mind with dread. A dog howling under the window at dead of night is not more sinister than this shrieking siren as Mr. Wood describes it.

"Yet we cannot but wonder why, if the whistle is so eerie, as harrowing as asserted, so many places have one without, so far as we know, any increase in the death rate or in nervous morbidity. The Standard holds no brief for a siren against all other methods of notifying the public that an alarm of fire has been sounded. We do not think some means of public notification is desirable, if only for the reason that the populace want it.

"The clerks in Stamford or New Rochelle, we are inclined to believe, left their work not because the siren terrified them, but because they hoped to catch a glimpse of the fire engines dashing by. There is a fascination in this spectacle that takes hold of one in boyhood, and continues its hold until old age. Yielding to it may interrupt business for a moment, but the thrill experienced acts as a tonic and sends all hands back to work with renewed energy.

"Mr. Wood has attempted to scare us with his story of the siren. We wonder if he has not us inspired us with a desire to have a siren installed. If it is so dreadful as he says it must be very fascinating."

"Keep on Watch"

To many of the members of departments where the two-platoon system is now being worked out, it looks as though they would have to keep on the watch to see that nothing is pulled over on them when the State fathers again assemble. It is almost positive that in some places, that are now working under the two-platoon system, plans will be formulated by some of the superior officers to work in something that will put the system on the jazz. — Lynn, Mass., News.

SERVICE NEWS FROM EVERYWHERE

New England States

Twenty-one former members of Bridgeport's fire department and eight former members of the police department now on the retired list and drawing pension are still able to do work of some kind and many are proving quite successful. Among these is the former chief of the fire department, Edward Mooney, now proprietor of a garage on William street. Of the men retired on pension from the fire department the oocupations now engaged in are, garage owner, fire extinguisher salesman, janitor of school, engineer on steamer, real estate, ticket collector at theatre, watchman, machinist, janitor. There are six retired men of the fire department in poor health and able to do little or nothing. Retired members of the police department still able to engage in lucrative employment number eight all told, while eight others on the retired list are not employed. Four others recently retired are on a vacation. Occupations now engaged in by retired members of the department and the number of men in each calling are: Two watchmen in banks, one farmer, one elevator operator in factory, one painter, one factory guard, and two factory watchmen. This does not include the four men recently retired. There is approximately $37,000 paid out annually in pensions for both departments, the fund being created through a 2 per cent levy on the monthly salaries of the members of the department. Police pension disbursements annually total $18,650. The income from the salary tax levy approximates $5,400 a year. Disbursements to retired members of the fire department on pension, including the four men recently retired by the board, total in the neighborhood of $25,000, and while the income from the tax levied on firemen's salaries does not reach a mark that makes the situation self-sustaining, still the fire department is similarly made up for the most part by young men and will have few retirements in the next decade. In addition the city makes provision for a certain amount of the expenditure in connection with the two pension funds.

A motor ladder truck from the Chestnut Hill avenue fire station, Boston, skidded on Cambridge street, Allston, while responding to an alarm and Joseph McManus and Melvin G. Moore, two members of its crew, were thrown from the machine. Both suffered sprains, cuts and bruises and are at St. Elizabeth's Hospital. The truck got out of control when its driver, Thomas Burke, made a sudden swerve to avoid an automobile that emerged from a side street. The fire machine went over the curbing and into the yard in front of No. 529.

In accordance with Fire Commissioner John R. Murphy's plan for enforcement of the law relative to the parking of automobiles near the entrances of Boston fire stations, dead lines in red and white are being painted on either side of all fire stations. By the new law, automobilists or drivers of other vehicles are forbidden to park or stand vehicles within 50 feet of the front wall of fire stations except to let off or take on passengers or to receive or deliver merchandise. The commissioner has ordered the men on patrol in the fire stations to watch for violators of the law. If the owner of a car found inside the dead line cannot be found or refuses wilfully to remove the vehicle, the case will be reported to the commissioner and court action taken.

The retirement of Chief Thomas McGuire, who has been the head of the Riverpoint fire department since its organization 25 years ago, removes from active service one of the oldest volunteer firefighters in Rhode Island. In tendering his resignation at the annual meeting of the department at Clyde, Chief McGuire, who is now 70 years old, stated that he felt that he can no longer serve in the position that requires a man younger in years and physical strength to meet the hazards that the position calls for. The department, in a resolution accepting the resignation, expressed regrets that Chief McGuire had decided to relinquish the duties and as a token of esteem the treasurer was directed to present the chief $50 in gold. John J. O'Brien, who has not been previously connected with the department, was elected to succeed Chief McGuire.

Selwyn C. Reed, aged 74, ex-chief of the fire department of Newburyport, Mass., and one of the best known veteran firemen of that part of the state, died at the Anna Jaques hospital recently, following a sickness of several months. He was a man of great courage and despite great physical limitations kept about until lately, when he went to the hospital. Capt. Reed was born in Reading and came to Newburyport with his parents, the late Mr. and Mrs. Daniel T. Reed, when but three years of age. He entered the fire department as a member of the hook and ladder company when 18 years of age and served in practically every capacity in the department until he became its chief. In 1877 he was appointed to the board of engineers and was reappointed each year until 1882, when he temporarily retired. In 1883 he was again appointed to the board and held the place, most of the time as first assistant, until his appointment in 1892 as chief engineer. He served as chief in 1892-3-4 and then retired until 1901, when he was reappointed chief and held the position five years. He was an expert in fire department matters and was rated as one of the best chiefs the city ever had. He was cool under trying circumstances, had excellent judgment in coping with exacting conditions during fires and had remarkable executive ability. The fire department under his management was in splendid condition and he had the confidence of the citizens. He was a student of fire problems and sacrificed business interests in many instances in order to give more of his attention to the public welfare. He was one of the original members of the Newburyport Veteran Fire Association (Tigers) and served several years as its president. He was often called to act as judge at veteran firemen's musters.

The matter of building a two-way fire house in the Washington district of Beverly, Mass., to take the place of the present frame building is of considerable interest to the citizens of the city who are of the opinion that the matter should be deferred at present and get along with the present fire house or a few years at least or close it up, if unfit for fire purposes, and place the company in the central fire station. The plans for the new fire house, which is estimated to cost $35,000, are before the finance committee for consideration, and it is understood that the committee is to lay them aside for the present at least. Beverly is well equipped with motor apparatus and in case of a fire the companies from the central station could arrive on the scene of any fire in the Washington district within a very few minutes.

The Fall River Board of Fire Commissioners has followed the lead of the Board of Police in the matter of further increases to the members of the department, for a time at least, by tabling a petition of the Davol Fire Club, composed of members of the permanent department, asking for an increase of 20 per cent in salaries. The police were granted an increase in salary in September, 1919, patrolmen now receiving $5 per day, with one day off in eight, the superior officers receiving a corresponding advance in salaries at that time. The Board of Fire Commissioners also granted the members of their department a substantial increase in salaries about the same time. Some two months ago the Fall River Police Relief Association presented a petition to the Police Board asking for another increase. As has been the custom with the Board of Police for a year or more the police association was at once granted a hearing and at that hearing the members of the executive committee of the organization, when the commissioners suggested they give their present salaries at least a full year to run and then, if they wished, renew their petition for more money, promptly complied with the request and there the matter stands. The firemen deferred asking for another increase until now, when they presented their petition. The Fire Commissioners, after a short discussion, voted to lay the matter on the table, and it is thought it will be some months before the firemen renew their request for a further increase over their present stipends. The Fall River department is on the two-platoon system, the men working days and nights alternately, and the police department is practically on an eight-hour day basis. At the time the last increases were granted to firemen and police they were given almost as soon as the petitions were presented, the members of both boards stating that they believed the men were entitled to higher compensation, in view of the high cost of living, but both boards, it is thought, will be more chary in going farther in the matter of salary increases for some time to come.

State fire towers in Plymouth and Barnstable counties, Mass., are receiving an official inspection by M. C. Hutchins, the official in the forestry division of the conservation department in charge of this part of the State work. The State is building a new fire observation tower in Hanson. It will be 65 feet high and will take the place of the present 40-foot tower. When the new one is ready, the present one will be taken down and shipped to Pelham for erection there. Pelham hills are so high that from some of their points a person can look entirely over the Mount Holyoke range. Hence a 40-foot tower on this high land gives a wide view of surrounding country and fits the place better than it does to Hanson.

The call firemen of Billerica Centre, Mass., went out on strike because their demand for an increase in wages was not granted. Chief Bartlett of the department has taken the stand that none of the strikers will be reinstated, and the selectmen have declared their intention of standing behind the chief. Some time ago the call men of the Centre village filed their demand for an increase in wages and at that time, so it is claimed, they were informed that their demand could not be granted only by vote of the citizens and at a special town meeting. The men decided to quit their jobs and they notified Chief Bartlett that they would not serve on the department until their pay was increased. In discussing the matter with the selectmen at their last meeting Chief Bartlett said the call firemen are having a pretty easy time since the motor apparatus was purchased, for in many instances when the call men arrived at the station the regular men had gone to the scene of the fire and except in case of a stubborn blaze the call men have been of little benefit.

Although many of Worcester's fire fighters are apparently peeved because of the ruling whereby the firemen must go to the office of City Treasurer Harold J. Tunison for their pay, on Monday, instead of having it brought to them at the various fire stations by Paymaster Harry B. Otis, Chief Wesley N. Avery believes that the ruling is desirable. "I believe that the men will be able to receive their pay as regularly as ever before, and considering the number of holdups I believe the practice of having the men go to the city hall for their money, is better than risking the chances of carrying the money from station to station. The policemen have to go to the city hall for their money, so I cannot see why the firemen shouldn't go. There is some way of getting the money on pay day. The men themselves are often enough downtown and can step in and get their pay. Some of the members of the department have made it a practice to send their wives or some other person after their money. The point has been brought forward that in one instance a city laborer lost his pay through someone collecting it at the city treasurer's office on a forged check. This cannot be given as a good excuse. There are lieutenants and captains in the various fire stations who can come downtown and get the pay rolls, and then the men will not be taking any risks." The men have been used for years to having their money brought to them, and if the suggestion of Chief Avery's is adopted, that a captain or a lieutenant come to the office and get the money, it will cause little or no trouble, and the men will receive their money every Monday, just the same, whether they are on the day shift or night shift.

The Insurance Fire Patrol, officially the Worcester Protective Department, will operate on a two-platoon basis beginning Aug. 1, as a result of a decision made by the Board of Underwriters at a meeting. The members also voted to employ two additional permanent men to work under the new system.

Ex-Chief Henry A. Stahle of Westerly, R. I., was the recipient of a gold watch from the members of the Peleg S. Barber Hose Co. at the hose house. At a special meeting of the company in June a committee was appointed to purchase a watch and present a memento to the retiring chief engineer, who, owing to the pressure of other interests, desired to be released from fire service at the annual meeting of the Pawcatuck Fire District, after more than 25 years' active duty for the district. The committee presented ex-Chief Stahle with a handsome gold watch and properly inscribed, telling of the relationship existing between the organization and the district official.

The last horse of the Lynn, Mass., Fire Department was served notice that its services would not be needed within a few weeks and that it would go on the retired list. This notice came in the form of an order passed by the City Council committee on Fire Departments, favoring the replacing of Engine 4, which is the only horse-drawn vehicle in the Fire Department, with motor apparatus. The arrival of this new motor apparatus will complete the motorization of the Fire Department.

A proposal to establish a permanent fire department in Stratford, Conn., will come before the meeting of the Committee on Public Safety. If the committee passes upon the proposition favorably, it is planned to ask the state legislature to pass a bill at its next session authorizing the es-

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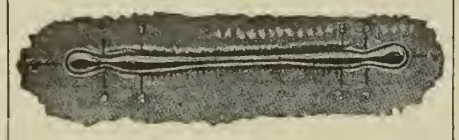

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tablishment of a permanent fire department in the town. At the present time Stratford has but two paid officers on the fire department. They are Chief Allen Judson and Assistant Chief Frederick L. Palmer. The rest of the department are volunteers who receive no pay for manning the apparatus and working at the fires. According to the plans outlined efforts will be made to establish a permanent force consisting of chief, assistant chief, and 10 or 12 hosemen and chemical men.

Middle Atlantic States

Fire Commissioner Drennan of New York on July 23 announced that the two-platoon system would be extended August 1 to the 17th and 18th battalions in the Bronx and to the 42d and 43d battalions in Brooklyn. Orders to this effect were perfected at Fire Headquarters, where the surgeons examined over 150 prospective firemen and a score of ambitious lieutenants. "The entire department will have been fully platoonized by Oct. 1," said Mr. Drennan when asked if other battalions would follow. He said he hopes to make another extension Sept. 1 and the final extension Oct. 1, "When I opposed the mandatory legislation at Albany a few months ago," continued the Commissioner, "I was confident then but I am positive now that platoons would have been installed throughout the department before Jan. 1, the date the proponents of the legislation would, if they had their way, have the system become operative."

The New York fire department vied with the army in paying a parting tribute to the late Capt. Patrick J. Graham, U. S. A., retired Battalion Chief, who was buried with military honors in Calvary Cemeterly, following a requiem mass in the Church of the Ascension. Chief Graham died at his residence, 9 West 102d street, from an infection of the throat. He is survived by his widow and eight children. His son Harry, one of four of the Graham boys to serve Uncle Sam, in the recent World War, died from the "flu" while in the service. "Paddy" Graham, as he was affectionately known in the fire department, was born in Worcester, Mass., fifty-two years ago. At the age of 22 he joined the fire department. When this country went to war with Spain he enlisted and served. Rising rapidly in the fire service he reached the rank of Battalion Chief and was for several years in charge of the repair shops. At the time of his retirement when he heard the call of his country again, he was chief of the 8th Battalion, at 50th street and Lexington avenue. During the recent war Chief Graham was a captain, acting as Fire Marshal at the Port of Embarkation, Newport News, Va. He was Commander-in-Chief of the Army and Navy Posts of the United Spanish War Veterans. Comrades in both the fire department and the army joined in a military funeral.

The removal of the fireboat Lawrence from its station in the Harlem River at 135th street, New York, has caused a storm of protest in the Bronx. Demands were made upon Fire Commissioner Drennan by the Bronx Board of Trade and other organizations for better fire protection in the Bronx, especially on the water front. It is pointed out that lack of fire protection has cost the Bronx heavily in the matter of improvements.

Harry Wilson, a fireman of Engine Co. 250, Brooklyn, lost his leg when he slipped and fell while trying to leap aboard the engine as it started for a fire. The rear wheel passed over his leg, crushing it so badly that Dr. Rietz amputated it before he was taken to Wyckoff Heights Hospital.

Contracts for new fire apparatus costing nearly $300,000 were signed by Mayor Moore of Philadelphia. The new apparatus includes three aerial hook and ladder trucks, eleven gasoline pumping engines and eleven combination chemical and hose wagons.

Fire Chief Herbert J. Groom of the Irvington, N. J., department, was slightly burned by a flare-up of gasolene while directing work of the firemen at a blaze in the store of Charles Seple. The chief was in the place, an auto supply house, with other members of the department when a receptacle containing gasolene caught fire and a spurt of flame followed, touching his face. He remained on the scene, however, until the blaze was extinguished, after which his burns were dressed.

The four volunteer fire companies of Lansingburgh, N. Y., namely, the J. J. Child Engine Co., the T. H. Mason Hose Co., the J. S. Fake Hook and Ladder Co. and the F. B. Twining Engine Co., will be disbanded immediately after the annual inspection of the department, which will probably take place on the first Thursday in October. The city authorities have had the matter under consideration for some time, and the preliminary step in carrying out the project is the ordinance presented at the last meeting of the Common Council, which calls for the addition of ten men to the fire department. The disbandment of the Lansingburgh companies is desired by the authorities for several reasons, two of which are economy and efficiency. The city is paying big rent for quarters for the Fake Hooks and the maintenance charge for quarters in the other houses is expensive. Nowadays a bell alarm is sounded in Lansingburgh for the smallest kind of a fire in order to summon the volunteers to the scene. With the presence of more paid men in the fire houses a telephone call to any one house would be sufficient. It is the intention of the city to install a pumper at the Fifteenth street headquarters next year and the replacement of the horses on Truck 1 with a motor tractor is also contemplated. This will give the authorities the desired opportunity to abandon the Twining Steamer House, which, with a pumper at Fifteenth street, will not be required. There is another reason why the authorities are seeking additional men for the department at this time. The legislative bill providing for a two-platoon system for firemen, which failed of enactment at the last session, is to be introduced again next January and there is every indication that this time it will become a law.

Southern States

Down in the Spavanaugh hills, near the little hamlet of Murphy, Okla., there burns an Indian campfire that has not been quenched for fifty years. It is the watch-

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fire of the Cherokees, a fire that is kept burning as a memento to the great spirit that the Indians remember his goodness to them and that their hearts are true. No one knows when the fire was kindled, not even Chief Charlie Tee Hee, but B. F. Abernathy, a white man who lives in Murphy, says it was burning thirty-three years ago when he took up his residence there. It does not always show signs of life, but down in the cone of ashes that has accumulated until it is three feet high, are embers that are kept alive by an insulation of a gum that is taken from a tree. Many of the Indians believe the fire cannot die on account of it being a symbol of a covenant between God and man. On special occasions, such as stump dances, one of which is going on now, the fire is allowed to become a good sized campfire and then the braves sit around it and smoke a peculiar pipe, an act that renews the individual covenant of each. But be it great or small, the fire is kept alive by an attendant, the present one being George Potatofi on whose land the ceremonies are held.

Chief Antonio Alonzo Rozetta of Nashville, Tenn., died July 22, after an illness of ten days, having suffered from carbuncles. Chief Rozetta had been in ill health for several years, but owing to his vitality had not been confined to his bed until the attack which resulted in his death. Chief Rozetta was born in Genoa, Italy, fifty-six years ago. His parents brought him to the United States when he was 4 years of age and settled in Louisville, Ky. Five years later the family moved to Nashville, where the chief has resided ever since. His death closes a service of thirty-six years in the Nashville department, more than twenty of which he has been at its head. He entered the department at the age of 20 under Chief Stockell. In 1890 he was made lieutenant, and in 1894 was promoted to captain of the hook and ladder company. This position he held until appointed chief upon the death of Chief Carroll in 1900. Chief Rozetta had been at the head of the Nashville department longer than any other man in its history. He was a past president of the International Association of Fire Engineers, having served in 1918-1919. As head of the department, Chief Rozetta was known for his bravery in face of danger. On Jan. 14, 1917, he suffered an accident in a fire. Upon his arrival at the fire, which had gained great headway, the chief led his men through smoke, and while moving in the darkness stumbled into an old water pit in the basement, in which the water was considerably over his head. But for the prompt assistance of his men he would have been drowned. Chief Rozetta is survived by his wife, one daughter, three grandchildren and three brothers, one of whom, David, is captain in the Nashville department, and another, John, a member of the Atlanta Ga., department.

A Memphis paper prints the following: "Folks residing in most of the 16 square miles that Memphis covers ran to their front doors Sunday when the clanging of fire bells and the roar of a fire engine broke the Sabbath stillness. They saw the pumper of Engine Co. No. 3 joggling along at about 10 miles an hour. But whatever it lacked in speed, it made up in noise with clanging gong, howling siren and snorting motor. Capt. Lake Hayes, an attorney, and his volunteer crew were aboard. They leisurely surveyed the scenery in the residence sections and acknowledged the smiles of girls on front porches. Two cops hung to the running board. The slowly moving engine left a trail of telephone inquiries which fairly deluged George Waggener, chief operator at fire headquarters. Waggener informed them all that there was no fire in progress, and then he sent

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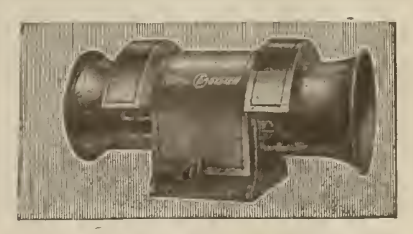

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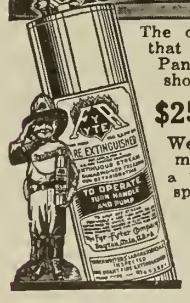

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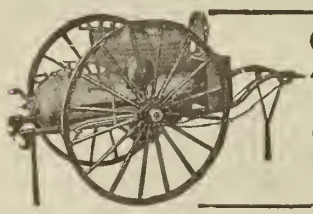

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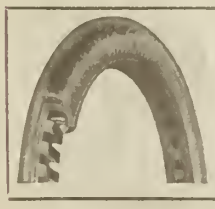

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the following order broadcast to every fire station in the city: "If No. 3 passes your way flag 'em down and tell them to go back to their station immediately. Last heard of while passing McLemore avenue and Rayner street." When the pumper finally returned to its hall on South Fourth street near Beale avenue — which was nearly a half hour later — Capt. Hayes explained his absence. He said the motor had been working badly and he went for a spin over the city to try it out. The company was absent from its station so long that it was officially recorded at headquarters as "out of service."

Middle Western States

Red, blue and gold, official colors of the Indiana State Firemen's Association, will be prominently displayed throughout the business section of Fort Wayne on August 11 and 12, when the annual convention of the association will be held in Fort Wayne. During a canvass of the downtown business houses by a committee of firemen it was found that all merchants are willing to join in the general decoration scheme in honor of the visiting fire fighters.

The fire insurance scholarship committee at Chicago awarded nine scholarships in the fire protection engineering course at the Armour Institute of Technology. The committee is made up of J. V. Parker, manager Western Actuarial Bureau; E. B. Hatch, secretary Western Union; Fred A. Rye, general manager Western Insurance Bureau; W. H. Merrill, president Underwriters' Laboratories; W. R. Townley, chairman scholarship committee, Fire Underwriters' Association of the Northwest. Twenty-five four-year scholarships will be awarded in each freshman class, thus inaugurating a plan which will in three years and continuously thereafter provide for payment of the tuition of 100 students in the department. Seven awards have already been made. The scholarship awards will be distributed among men from nineteen central States in accordance with a definite schedule.

The Review of Decatur, Ill., says: "Scarcely anyone realizes now, the years of service that nearly all of the motorized equipment has put in, especially the two main pieces of protection, the combination chemicals of No. 1 and No. 2 stations. One of these has now been in service nearly ten years and the other close to nine years. Outside of these, there are three plain wagons carrying a quantity of hose and an aerial truck, all of which are no more than auxiliaries to the two combination wagons. Because of the fact that chemical is needed at so many fires instead of hose and water, the two big combination trucks cover the whole city. Each has a large territory to cover and then of course, both cover or respond to all alarms in the business district and parts of the residential district. For instance, the combination wagon from No. 2 house travels as far as the old dump at the end of South Oakland avenue, which is only close to two and one-half miles from the fire station. As the years have slipped by unnoticed these trucks have covered thousands of miles in all sorts of weather and mud, have had many unavoidable smashes into curbings and cars. The result is they are getting in bad shape. If it were not for the good care and treatment given by the firemen, they would have been in the scrap heap long ago, but even good treatment can't keep them up forever. The result is that scarcely a week passes that one is not laid up from an hour to a whole day or more for some sort of overhauling and work and when one of them is laid up, the other is forced to protect the whole city, to travel to any and every alarm that comes in. Frequently they suffer some sort

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Red Wing, Minn. — Fire board has petitioned city council erect new fire station at cost of $15,000, purchase two fire trucks with fire pumps, and extend fire alarm system.

Bentleyville, Pa. — Bond issue will be floated for purchase of new fire truck.

THE BROWDER LIFE SAVING NET
CHIEF DELFS SAYS: "We have never had occasion to use our Browder Net, but we do know we shall never be handicapped by not having a Life Saving Machine at hand."
HUGO R. DELFS, Chief, Fire Dept., Lansing, Michigan.
No fire equipment is complete without a Browder Net. Write for Free Illustrated Booklet.
THE CORY-PATTERSON CO., 202 Jeff St., Greenfield, O.

of delay or breakdown in answering an alarm and it's no fault of the firemen. Even the hose carts from the other houses are built over second cars and now they are commencing to break down frequently. In fact, the extra wagon has been up on jacks now for several weeks for repairs and additional new equipment probably will soon be forced on the city."

The adoption by firemen of the two-platoon system throughout Michigan was favored in the discussion at the closing session of the Michigan State Firemen's Association's forty-sixth annual convention at Bay City. Definite action on the matter, however, was left in the hands of the legislation committee consisting of Chief Griswold, Albion; Chief Joseph, Ludington, and Capt. Brockless, Saginaw. Sault Ste. Marie won the 1921 convention and officers were elected as follows: President, Chief Nathan Joseph, Ludington; vice presidents, F. F. Trombley, Sault Ste. Marie; assistant Chief Dennis River, Bay City; and Chief Fred Griswold, Albion; secretary-treasurer, H. L. Williams, Ludington; statistician, Capt. William Brockless, Saginaw.

Because recommendations contained in a report of the recent survey of the East St. Louis Fire Department involve the expenditure of approximately $600,000 it will be impossible for the city to inaugurate them at this time and the closing of one of the fire engine houses is imperative, commissioners agreed. It will be decided soon which station will be eliminated. Undoubtedly the engine company disbanded will be No. 6. Its quarters are at First street and St. Clair avenue. In the report on the survey, which was made by W. A. Hitchcock, attached to the staff of the W. H. Bemis Co. of Chicago, municipal engineers, it is urged that No. 6 be retained and No. 2 at Collinsville and Pennsylvania avenues closed down.

The Gazette of Mattoon, Ill., says: "According to the opinion of members of the fire department, the Hawthorne school building could have been saved if the Clear Water Company had carried sufficient pressure to have forced water to the high parts of the building where the flames were working. When the Lay broom factory burned a few years ago, the same story was told. There was not enough water pressure. Mattoon used to take great pride in its water work, in its fire pressure. Most of us remember how, in the days of Judge H. S. Clark, water could be thrown over the old Dole house, now the Hotel Byers. Now what is the trouble? Why was there not enough pressure to force water above the first story of the Hawthorne school building? The lack of sufficient water pressure has not merely cost the people of this city all the way from $30,000 to $60,000, but has demoralized the school system of this city for the coming year. One person connected with the water service has made the statement that the "usual" fire pressure was on during the Hawthorne fire. What is the usual fire pressure? Only enough to throw water on the roof of a one-story building? Wouldn't it be wisdom to consider that every fire is a fire in the highest building in Mattoon and put the pressure on for just that emergency?"

An automobile equipped with buckets, shovels, and a 30-gallon tank full of fire-extinguishing chemicals, last summer paid for itself many times over in service rendered to grain farmers living about a small western town, according to Popular Mechanics magazine. As each farmer has his telephone, the first sign of a fire in a grain field resulted in a request for the chemical truck.

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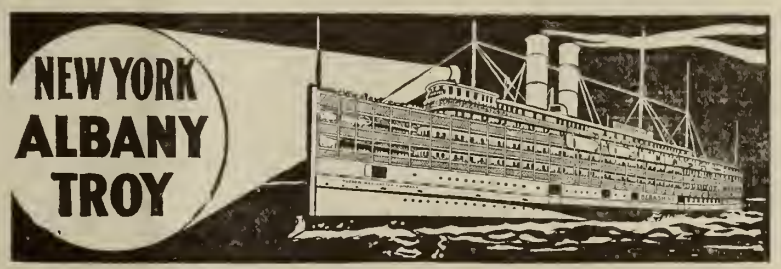

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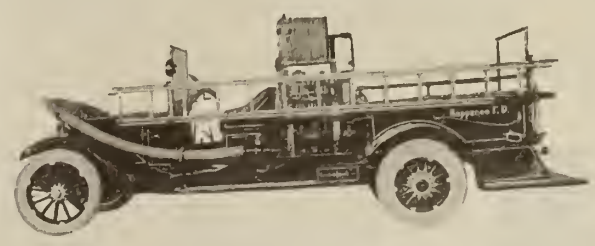

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Hose Carts, Fire Hose, Fire Hydrants
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They Save Time When Time Counts
G. A. ANDERSON MFG. CO.
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Courage and presence of mind made a hero of Arthur Boorstead, 1402 North Central park, Chicago. Boorstead is a chauffeur of Engine Co. 76. At North avenue and Ballou street a boy ran in front of the speeding engine. With a mighty jerk of the steering wheel Boorstead overturned the truck and saved the boy's life. The driver was not seriously injured.

By unanimous vote Council of Toledo, Ohio, approved emergency legislation for increasing the city fire force by 100 men in order to put into effect the two-platoon system soon, and to give the full eight-hour day to the firemen beginning next January. The legislation was presented by Mayor Schreiber, who said that it was sent in to make good the agreement made with the men by the mayor, administration and Council last fall to the effect that the eight hour day would be gradually installed and be in complete effect by January 1.

Chief John Pries of Forest Park, Ill., issues the following: "The Fire Department of Forest Park has been repeatedly censured, inasmuch as in picnic and other parades in which the department participated they have used the new fire truck in one parade and the old fire wagon and horses in the others. The fire truck is geared very high and consequently is built to run at high speed only, and when in a parade it must be run in low speed and the clutch must be disengaged about every fifty feet or so, consequently this causes the clutch to wear and necessitates costly repairs; also the engine, being a high speed engine, running at a low parade speed heats up within a few blocks and the water in the radiator boils. This heating of the engine is detrimental to the truck. It has been said that the truck has been used in the one parade and not in the others, which is true, but it took only one parade to find out how detrimental parades are to the new fire truck. The public may rest assured that in the interest of economy and to always have the truck in first-class condition, to do the most possible good to save property, life and limb, and to be at a fire in the least possible time, that in the future it will not be used in any more parades, but will be substituted in parades by the fire wagon and horses. (Signed) John Pries, Fire Chief."

Western States

The Japanese Foreign Office has requested an investigation of a fire which destroyed several Japanese business houses at Marysville, Cal., July 21, T. Ohta, Japanese Consul General at San Francisco, has announced. Ohta said he has already advised Tokio he did not think the fire was of incendiary origin or resulted from an anti-Japanese plot. "I believe the Japanese Government's request for an investigation of the fire might have been prompted by reports that there was evidence of an anti-Japanese sentiment in Marysville," Ohta said. "From all I can learn, the fire cannot be attributed to an anti-Japanese plot, and I so informed my government. However, in keeping with my government's request I requested a full investigation by the Japanese Association of America. The order for the investigation was received on the day of the fire. A wireless message received at San Francisco from Tokio said a dispatch was received by Japanese newspaper stating: "Japanese stores were burned at Marysville during an anti-Japanese demonstration." City officials have been holding daily hearings at Marysville in an effort to determine the cause of the fire. Local Japanese have been asked to take part in the investigation. If such action is warranted, the investigation findings will be turned over to the County Grand Jury.

Reorganization of the fire department of Colfax, Wash., and the purchase of new fire fighting equipment were the chief topics for consideration in the semi-monthly meeting of the city council. The absence of hose in the Mill street hose house only a few feet away from the origin of a recent big fire was reported to the council. It was related that when the workmen in the mill were unable to cope with the fire with the hand extinguishers they ran to the hose house and pulled out the cart, only to find it empty, then they turned in the alarm and hose was brought from the central station. Mayor Codd said he never saw the equipment in such miserable shape, leaking everywhere, as it was that night.

Supervisor J. H. Kuhns, of the Wenaha Forest, Washington, has his men strictly on the job in the matter of fires in his reserve, and is beginning to warn vacationists and other camping parties concerning the proper fire prevention measures. Already his guards have reported a few small fires, but these proved to be small blazes and, for the most part, outside the forest. One was a slashing fire on logged-over land in the Grand Ronde valley and two others were small fires on Meacham creek which were set by railroad locomotives. Both were well watched and controlled. Concerning the fire danger, Supervisor Kuhns says: "Although there is still slight danger of fire in the high country, the low mountain slopes are becoming dry enough so that fires will travel and we hope that all forest users will be extremely careful with campfires and matches. All persons wishing to burn slashings or brush should secure a burning permit from the nearest state fire warden in order that all proper precautions may be taken against the spread of the fire to the adjacent timberland."

Co-operation of those who use sprinklers on their lawns and gardens during the day is asked by Fire Chief C. E. Swanson of Everett, Wash., as a means of reducing the fire hazards of the dry season. Until such time as the city finds the financial means for building a 24-inch supply line the length of the city, pressure in the mains north of Hewitt avenue during the sprinkling hours fall in an alarming degree. Test taken by Chief Swanson show that there is as much as 30 and 40 pounds pressure difference in three or four blocks on the same main.

Lieut. Asa Hall Hancock, 43 years of age, in charge of fire station No. 2, died at the Holy Cross hospital, Salt Lake City, as the result of injuries received when his fire truck struck a street car at Third South and Second West streets. The fire truck responded to an alarm and was speeding south on Second West street. The street car was going west on Third South street at about twenty miles an hour. The truck driver saw that the street car was not going to stop and turned his machine west on Third South street in an effort to avoid the clash. The truck struck the car squarely in the center and the firemen were hurned high in the air. Lieut. Hancock sustained a fracture at the base of the skull, a fractured right shoulder and other injuries. F. R. Roskelley, fireman, sustained a dislocated right hip and left elbow and severe bruises; J. R. Boshard received a dislocated shoulder and severe bruises; J. D. Hansen, driver of the fire truck, was severely bruised and shaken. David L. Price received a scalp laceration and bruises.

The One Book Indispensable to Every Fire Department, Large or small,

IS A

FIRE RECORD

that shows when each alarm was received and how; location, nature and occupancy of building affected; value; insurance carried; total loss; insurance paid; chief officer present; companies responding; distance traveled; feet of hose laid; feet of ladders raised, etc., etc., etc.,—IN SHORT, every detail connected with each alarm that practical fire department experience has proven necessary, whether for legal purposes, reports or historical interest.

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Such a record must be kept by each department in every State that has a State Fire Marshal — and in a number that have not.

YOUR TOWN DESERVES IT

No Fire Department may be said to be doing its full duty that does not keep in a permanent form a record of the work it does, so that tomorrow, or next month, or next year, or ten or fifty years hence, the citizens may know just what fires there were, what damage they caused and what service the Fire Department performed.

THEREFORE

Fire Service is now publishing a FIRE RECORD book that is in use in both small and large departments; that has the endorsement of Fire Chiefs of big cities as well as of villages; that has successfully met the acid test of actual daily use in places running from New Haven, Conn., with about 150,000 population, to Wellesley, Mass., with about 5,500 population.

WHAT THE FIRE RECORD BOOK IS

1. Such a book must be built for long use — THEREFORE the Fire Service FIRE RECORD is made of the very toughest and heaviest ledger paper, bound in the same manner as the biggest corporations bind their most valuable records. The book is made to open flat throughout its thickness. All this means that neither age nor wear and tear can destroy the Fire Service FIRE RECORD.

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An authentic MONTHLY record of fires and of fire department service.
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The Best for Truck Use and General Fire Signals. Write Now for particulars.
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Northern Fire Apparatus Co., Minneapolis Minn.

ABOUT THE FIRE PATROL

Two-Platoons One of the Questions to Be Decided in Worcester

Have you ever awakened during the small hours of a freezing winter morning to hear, barely audible over the roar of a blizzard outside, the distant boom of the fire alarm? Remember, says the Worcester Telegram, how you drew the clothes closer and thanked your lucky stars you weren't a fireman?

Well, no matter where that fire was, no matter how heavy the storm or how difficult the going, the gallant Insurance Fire Patrol made its way, possibly slowly, but certainly surely to the scene and took from the flames and water everything it was possible to save.

From the Holden line to the Auburn boundary and from Paxton to North Grafton all property comes under the protection of this unique organization and no questions are asked before the work is done.

The existence of this same Insurance Fire Patrol, familiar to every citizen of Worcester, will once more depend upon the vote of an organization of men, when the directors of the Worcester Protective department meet to discuss plans for the ensuing year.

The Worcester Protective department is the governing body of the Fire Patrol and is made up of representatives of Worcester insurance companies. The patrol is supported by these insurance companies and at each annual meeting a vote is taken on whether or not to sustain the patrol for another year.

The vote is always affirmative and will undoubtedly be the same this year yet with a "no" from the majority of the men, the famous patrol with its crew of experienced property protectors who have served the better part of their lives, might be wiped out of existence.

On the other hand, benefits for the men may result from the meeting, as several questions will be brought up for discussion which may bring great help to the crew.

Principal among these is the two-platoon idea. A report will be received from a committee, appointed last year, on obtaining a new automobile and placing the present machine in reserve.

The records of the men who answer every alarm with the Patrol is one unequaled by another organization of its kind for many miles.

The newest man on the machine having been appointed Sept. 1, 1918, Capt. Hiram R. Williamson, veteran of them all, will round out 45 years of consecutive service on Nov. 1. There are mighty few in Worcester who do not know Capt. Williamson by sight, at least, and to walk along the street with him and see the number who call him by name would make the most famous turn green with envy.

Forty-five years on one job and still going strong is the record of the captain an one marvels when one hears the date o his appointment, and then looks for sign of corresponding age in his appearance White-haired, assuredly, but hale, heart and active, Capt. Williamson is a livin example of what good-living will do for human being.

Next on the roll comes H. R. Shippee who was appointed to the patrol on Aug 1. 1882. Mr. Shippee and the captain d not answer all alarms with the machin now, but are right on the job if the fire i a big one. Mr. Shippee also shows n signs of wear. Lieut. E. L. Stevens, ac tive head of the men, became a member o the crew on June 6, 1885, and still answer all alarms.

The longer Lieut. Stevens answers al arms the longer Worcester firemen an the crew of the patrol will be happy. Like by every member of the fire departmen and devout friend of every member of th patrol, Lieut. Stevens has built up for him self a shining record of efficiency.

George Taft came to the patrol on Marc 1, 1894, and Roy A. Chamberlain on Ma 6, 1903. Both are also familiar to every one, and are on the machine at all th alarms. They are husky parts of the un beatable outfit, and add to their servic yearly without aging one whit.

And that driver! Weather, road or traf fic conditions mean nothing to William H Guertin, and he has no accident to mar hi perfect record. Mr. Guertin was appointe on Jan. 2, 1889, and can almost drive th powerful Thomas flyer blindfolded, to an part of the city, and at that have bette luck than more than half the 1920 so-calle drivers. Raymond L. Cantell is the lates man on the patrol, but even he has bee answering 'em all nearly two years.

And last, but far from being least, come George A. J. Archambeau, veteran call man. Known throughout the entire fir department as "Chammy," he answers al alarms from any part of the city in whic he may happen to be. Automobiles or elec tric cars are his fire apparatus during th day, but at night he is on the job at th station house at Exchange and Commercia streets. Mr. Archambeau has answere alarms for the patrol since 1901 and say he has a good many more to answer befor he quits.

Altogether, they make a happy famil and the station at Exchange and Commer cial streets is one of the pleasantest home in Worcester. Yet the existence of thi body stands at stake each year when th directors meet.

Contemplated Improvements

Salem, S. D. — New equipment to b added to volunteer fire department to con sist of one chemical engine and two 40 gallon tanks mounted on trucks.

Highland Falls, N. Y. — Fire departmen reorganized and efforts being made to rais money for new apparatus.

Cresskill, N. J. — Ordinance passed ap propriating $3,000 for motor combinatio apparatus.

Lynbrook (L. I.), N. Y. — Village plan to add $3,500 to the $5,000 previously vote for fire apparatus.

Corning, N. Y. — Appropriation of $9, 000 for the purchase of a new automobil hook and ladder truck called for in ne budget.

North Wales, Pa. — Firemen raisin money for new apparatus.

Calais, Me. — Purchase of new hose i contemplated.

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FIRE SERVICE

THE I. A. F. E. CONVENTION OF 1920

eport of the Proceedings ot the Chiefs at Toronto — The Surprising Resignation of President Kenlon Before the Opening Day — Overruled by the Executive Committee — Created a Sensation in the Newspapers — What the Delegates Said — How Chief Kenlon Explains It — Chief Healy Takes the Chair and is Elected President — Chief Mulcahey Succeeds Secretary McFall — Atlanta Chosen for the Next Meeting.

The Toronto Convention

Amid a bewildering cloud of explana-ns — "enough to make your head whirl," one Chief described it — Chief Kenlon igned the Presidency of the I. A. F. E. day before the opening of the Toronto nvention and started back toward New rk but changed his mind and remained a delegate until the end.

According to his various statements to reporters it was caused by differing erpretations of his legal powers between n and the Executive Committee, "bigot-" the Irish question, "insulted dignity," rages by newspapers, lack of freedom Canada, "trampling" on American rights l lying by journalists.

The Executive Committee of the I. A. F. voted unanimously against him and re supported by the Archbishop of To-to. President Kenlon thereupon indig-ntly resigned, but later told the Conven-n: "I have lost the Presidency but sav-my Honor."

The iniquitous newspapers afterward ex-ined it by saying that when he arrived Toronto he found the feeling of the iefs was overwhelmingly against his posed re-election and that he took this ans of "retiring gracefully!" The raceful retirement" caused a greater sation than was ever known before at annual gathering of the Chiefs, but the nvention pulled itself together under ief Healy and proceeded with its pro-m.

The opening ceremonies of the 48th an-l convention of the International Asso-tion of Fire Engineers, programmed for o'clock, Toronto, were delayed awaiting arrival of Chief Kenlon, of New York, iring and resigned president. The delay s due to a conference he was having with ief Healy, of Denver, first vice president, cerning the dispute over whether Canon ly or Archbishop McNeil should offer opening prayer. The 600 delegates who wded into the Auditorium of the Dairy ilding at the Exposition Grounds cheer-when Chief Healy and other officers ap-ared.

For just a moment or two Chief Kenlon pped into the building. Then he quietly nt away again. Because of his absence president's address was omitted. No en reference was made by anyone to the ction which had seemed likely to cause pture. Not many of the New York dele-tion attended the session.

The hall was prettily draped with flags d bunting, and the Minneapolis firemen's nd provided splendid music.

Dr. Cody asked a blessing upon the convention, saying.

"We pray that the great rulers of the world and those in positions of authority may so plan and execute that peace, justice, religion and harmony may prevail. Bless our King and the President of the United States and give them right judgment in all things. Bind our countries together in the fear of God and service to mankind."

Mayor Church of Toronto extended a welcome to the Chiefs.

"In no city is there a warmer feeling for our friends across the border," said he. "You are our own people, and blood is thicker than water. It was our united efforts that won the war, and there is enough credit to go round, and your principles are

Chief Healy of Denver,
the New President of the I. A. F. E.

the same as ours. We recently concluded 100 years of peace between our countries, and now are fighting the same thing—the battle of the Lord and for civilization."

He paid tribute to the gallantry of firemen, and bespoke the admiration existing for them, especially amongst the children, to whom they were all heroes.

"Peace has its heroes the same as war, and you have many amongst you," he said. "Our Fire Department is second to none on the continent. It needs a man or some courage to go up a ladder. Many firemen received training which awakened the instinct to enlist in the war. I regret so many of your gallant comrades lie asleep in Flanders."

"There is room for all classes and creeds in Toronto," continued the Mayor. "I am Mayor of all the people and not some of the people. As Mayor, I consistently follow the motto of equal rights for all and special privileges to none."

"The next item is an address by our presiding officer," said Acting Chairman Healy, "but as he is not here we will have to dispense with it."

The whole gathering, which included many ladies, united in singing the National Anthem and the Star Spangled Banner.

There followed a solo by Dr. Donald MacGregor, "Crossing the Bar," and one by Miss Stella Gross, of Kansas City, niece of Fire Chief Henderson, of that city, who rendered with much feeling "God Shall Wipe Away All Tears."

Mrs. Stanley Lund at the piano was an efficient accompanist.

Reading out the names and biographical sketches of the chiefs who have died in the year the secretary said: "As these twelve names are added to those 376 others engraved on our memorial tablet since our first convention held in Baltimore in 1873, we feel that we may best honor these our dead by carrying the banner of our fire fighting service to that perfection which they sought to attain."

To the memory of these departed fire fighters, Rev. Byron Stauffer, in an eloquent address, paid warmest praise.

"We cannot possibly visit their places of burial and lay wreaths upon their tombs today," he said: "but it is fitting that we pause for a few moments in our daily labors and pay a tribute to these our comrades who have labored for us and have now ceased from their labors."

It had been arranged that the reply to the address of welcome should be delivered by Chief A. A. Rosetta, of Nashville, Tennessee. But the hand of death intervened.

Chief Rosetta died the previous Friday. His place at the convention was taken by Chief Sam Boyd, of Knoxville, Tenn., who thanked Toronto for the welcome, and said that the visiting Chiefs would carry away only the pleasantest recollections of their visit.

The convention resumed at 2 p. m. Most interesting of the items on the afternoon program was the test of various fire apparatus on the Exhibition Grounds.

Reports of committees began to come before the convention at the business session in the Dairy Building, Exhibition Park, on Tuesday.

The recommendations contained in the lengthy documents will, it was estimated, take some six years to finally amend and prepare for adoption, according to delegates who criticized what they considered the undue volume of the records.

The first report was on "Organization and Supervision of Fire Departments," a paper read by Vice President John Healy, who was in the chair.

"Where conditions are favorable and the citizens of a city decide to reorganize their present department or create a new one, the following plans or basis of organization might be adopted," stated the report.

The recommendations provide for super-

Group of Fire Chiefs on the steps of the Transportation Building.

vision of the entire affairs in connection with fire prevention and protective organization, by a fire commissioner who would be the appointee of the civic authorities. He shall have full power to make promotions and appointments and to direct the expenditure of civic appropriations for fire prevention purposes.

Under him would be the chief of the fire department with charge over the bureau of fire and the fire fighting staff. The report dealt extensively with the fines which might be imposed for breaches of fire prevention regulations.

One of the first to congratulate Chief Healy on his effort was Chief Kenlon, who recalled that while men outside of fire departments and with no knowledge of fire fighting had been for years dictating fire organization, this was the first attempt made by the chiefs to suggest what they considered the best organization.

Chief Kenlon thought it might be well to consider whether fire chiefs in Canada and the United States were in a position to report on the organization of fire departments. The questions involved were: "Should the departments be under the charge of the chief? Should a commission of aldermen be appointed? Should there be a single headed commission in charge?"

Chief Healy vigorously defended his report. He thought that the reading of it would have been sufficient explanation. In the standard he had described was something which he hoped could be hung in all the offices of the fire chiefs.

"Then we could say to our superiors this is what our brothers throughout all North America approve in the way of organization," he said.

A complaint was voiced by Chief Bywater, of Salt Lake City, against the decision of a jury in his district that an "interurban" street car was not a vehicle and therefore the company could not be held responsible for death of a fire lieutenant killed in an accident when the street car blocked the way of the trucks. He warned the delegates to carefully consider the definition applied to the term vehicle in their respective districts.

Chief Scott of California addressed the convention on Wednesday and issued a cordial invitation to the delegates to attend the convention of the Pacific Coast Association at Los Angeles in September.

A tribute was paid to the assistance given fire departments by the Boy Scouts, and the Scouts were invited to co-operate with the fire departments in future with the same enterprise and success as in the past.

When Chief Alder of Tulsa, Okla., explained how he dealt with oil fires in a big oil industry town, his explanation of the methods used drew a reply from Chief C. L. Buttomer of Ranger, Texas.

"If you want to know the best way to fight oil fires, it is by throwing rocks at them," he declared amid laughter. The Texas chief protested that he was serious.

Another chief explained that he used a steamer to cast a stream which fell in spray. This was for use in cases where burning oil was flooding along the ground. He supported the theory that rocks thrown with effect would also check an oil fire of this nature.

"Yes, the thing to do is to keep on throwing rocks, and when you've got it started back keep it going," asserted Chief Buttomer.

Chief O'Brien of Shreveport, La., thought that too many oil tank fires were caused by allowing grass to catch fire, and recommended that oil companies be forced to keep the grass cut.

Chief Heaston of Kaspar, Wyoming, hailed as the largest oil field in the world, told the convention of the precautions taken by the Standard Oil Co. at its plant there.

The company, he explained, used steam to quell oil tank fires, and this never failed. He had not had a call for the assistance of the fire department from them yet, but had from several companies depending upon hose and water.

In a short address Chief Walsh of Boston called upon the assembled fire chiefs to assert themselves in drafting standard rules for fire fighting. "If the principles of fire fighting do not emanate from us, from whom do they emanate?" he asked. He did not think that technical experts could deal with the subject as well as the men who had both practise and theory.

Chief Holmes of the fire protection system at the Sears-Roebuck plant in Chicago gave the convention an insight into the fire protection of a big plant. He stated that ninety night watchmen were on duty in eight-hour shifts, that 57,000 sprinkler heads were installed, and that three tanks, on fireproof stands, provided a 75-pound pressure which automatically switched on if the city water service broke down.

Freedom from fires, however, depended largely upon keeping everything about the plant in good condition.

"In fifteen years we have not called upon the city fire department for help," he stated, "and we have not had a claim for insurance."

President John G. Gambler of the Fire Marshal's Association of North America delivered an address.

"During the last year incendiary fires

Some of the Chiefs who were attending the Toronto Convention.

e been few," said Mr. Gambler. "Busi-
s has been too good for incendiarism
ause of the high price levels. I need
dly tell you there are hundreds and
usands of firms and individuals who
not stand a sharp break in prices. Their
fits are built on inflation.

They include many factories which were
ipped during the war or since and
ived because commodities of every sort
e brought unheard-of prices. They in-
de the speculating profiteers, who have
rded the necessities of life on a rising
rket, despite the scorn that was heaped
n them.

Many merchants are said to be over-
cked also, and we know that warehouses
stocked to bursting with food and
hing. But information trickles out that
culators have overplayed their game.
y will be victims of their own greed and
be obliged to disgorge at a loss. But
they? Fire insurance for a year past
been written on inflated valuations and
insurance companies are frankly disturb-
Let us prepare to meet the emergency.
ry suspicious fire should be scrutinized
re closely than ever before. Conserva-
n must be encouraged and the prison
rs left open for those deserving them."
'resident Gamber recommended that fre-
nt inspections be made by the Fire
efs to familiarize themselves with local
lding conditions. He also suggested
cational work with the public and per-
al liability laws which would force any
son responsible for a fire to reimburse
municipality.

Chief Bywater of Salt Lake City accused
urance agents of over-valuating build-
s in foreign sections and thus causing
endiarism. Other Chiefs added evidence
loss through "fire-bugs" and suggested stringent regulations. A proposal that insurance agents be bonded and placed more or less under the supervision of the local Chief met with favor.

"Too many defeats for the fire department are due to the undermanning of companies," said Chief Murphy, of Philadelphia, in the course of a paper on the "Organization and Strength of Companies, Full Pay."

"The uppermost thing to keep in mind is to give the best service possible, and the best is none too good."

To provide such service is to give speedy action, and have a sufficient number of men, so that the labor will not fall too severely on a few. Chief Murphy urged that the organization strength of companies should be great enough to allow for all absences, and to provide at all times an adequate operating strength.

The evening session was taken up largely with discussion as to changing the constitution in order to permit a larger salary for the Secretary. It was not decided whether the constitution would be changed this year, next year, or at just what time a permanent Secretary would become a necessity, which is what the increased salary is intended to provide for.

A community dance was given on the pavement outside the Arts building, and war canoes from the Toronto Canoe Club gave an exhibition race and a tilting match which was witnessed with interest by the visitors. The election to the presidency of 1st Vice President John J. Healy, of Denver, Colo., and the selection of Atlanta, Ga., as the next place of meeting marked the close of the convention on Thursday, July 29. The closing session was largely attended and the interest manifested in the elections very keen.

During the afternoon and evening the delegates were the guests of the city at a number of functions, including the ball game, supper at the Island and a moonlight trip on the steamer Cayuga.

The other elections resulted as follows: First Vice President, Frank Reynolds, Augusta, Ga.; Second Vice President, C. W. Ringer, Minneapolis, who defeated Chief Bywater, of Salt Lake City; Secretary, J. J. Mulcahey, Yonkers, N. Y., and Treasurer, Peter Carter, Camden, N. J. (re-elected).

Chief Moriarity, of Lewiston, Me., died unexpectedly on Wednesday evening at the Victoria Memorial Hospital, Toronto, and the convention passed a resolution of sympathy, which will be sent to the bereaved family and also the mayor of Lewiston. Chief Moriarity had not been in good health for a considerable time, but his condition had not been regarded as dangerous, and he came along to attend the convention. On Wednesday, however, he became seriously ill, and his demise resulted.

That this year's convention had been of great benefit to all the chiefs attending was the declaration of Chief Fillmore Tyson of the Dupont Powder Co.'s department at Hopewell, Va. He emphasized the importance of fire prevention, which had a place on the program. Similar sentiments were expressed by Chief Haney, Jacksonville, Fla. Report of committee on courtesies thanked all who assisted in making the convention a success, special mention being made of Mayor Church, the Toronto Board of Control, and Chief Russell. A tribute was paid to Rev. Byron Stauffer, who conducted the memorial service.

The report of the Treasurer showed an expenditure of $16,225, receipts of $28,570, and a balance of $12,345.

Chiefs gathered outside the hall where the Exhibits were on view.

THE MEMBERSHIP DRIVE

Chief Kenlon's Report on the Progress Made During His Year in Office

Chief Kenlon at the opening session July 26 said:

"Gentlemen of the Convention: At our last meeting when you honored me with the presidency I laid before you a program covering what I believed must ultimately be our chief aims and objects if as an engineering organization we are to guide and influence American fire department standards, methods and practices.

"I now wish to give you a brief account of our activity but before doing so I desire to reaffirm what I said to you last year, namely, that in order that this association may justify its existence as a fire department engineering organization it must be first a technical authority establishing fire department standards; secondly, it must increase and make its influence felt by a sound medium of printed standards through the medium of professional journals or in lieu thereof through a quarterly publication devoted to fire department practice, thus disseminating knowledge and compiling statistics. Thirdly, we must enlarge our field of influence by increasing our membership.

"Last year a number of committees were appointed to take up the subject of standards. Immediately following the convention the full membership of each committee was named.

"Soon it became apparent that several additional committees were necessary, and therefore three more were appointed — a committee on salaries, a committee on fire prevention, and a committee on first aid, medical and gas-poisoning cases.

"During the early part of the year I urged the chairman of each committee to compile a draft outlining the scope of his committee, suggesting that it keep in touch with me. I kept in contact with the various chairmen.

"There will be submitted to you reports by at least ten committees. As these reports are read you are urged to give them consideration. Do not hesitate to question the scope of the work in committee or the statements of contents in any of the reports. We want and need good healthy discussion and constructive criticism. It is hoped the members will not be over-anxious in the matter of final standards. It is best to progress carefully.

"If we adopt standards today they will be current thought and will require amendment from time to time. They can be adopted tentatively and referred back to the committee for further consideration. The reports will be printed in the proceedings, anyway, but the adoption of a report means the adoption of a standard.

"You will receive a report from the membership committee which I am sure you will find encouraging. Our active membership has grown from 614 to 720 members. Our associate membership was 276 and today is 780. Our life membership has increased from 30 to 234.

"This certainly shows a very fine growth of the organization for one year's effort. Still there are hundreds of chiefs who should be active members and there are thousands of individuals and corporations which should be associate members. The field of prospective life members is quite as large.

"Life members were sought among men of means, large manufacturers and others interested in reducing to a minimum the loss of life and property by fire. I have personally and through friends secured 175 life members. There were 34 life members secured by others. In addition to this I think we should enroll officers of volunteer and part-paid departments.

"There have been rumors about our membership drive, especially as regards associate and life members. Two firemanic publications have been especially hostile to our entire program. This attitude is no doubt strange and causes one to hesitate to consider the possible motive that inspires it. For a time I was at a loss to understand this condemnation of our constructive program.

"It is a program that brings no financial reward to any one. The only reward for our unselfish work is the feeling that we have rendered something to mankind. These publications live because of the very support they receive from the fire chiefs of the United States and Canada. They take their living and whatever little profits there are out of the fire department business and return little or nothing but paper and printer's ink.

"The program adopted contemplates the establishment of permanent headquarters with a competent secretary and the establishment if necessary of a quarterly journal, the same as other engineering organizations possess. Trade journals that have been recognized for years as following a

Chiefs attending the Convention, at the Exhibition Grounds.

ıstructive and educational policy have nmended our program.

'In regard to our drive for associate and e members I feel that because of the nors against it I should offer some ex- ınation in the matter. Article 5 of the ıstitution of this organization reads as lows: 'The membership shall consist of Active; B: Associate; C: Honorary; D: 'e; E: Contributing.' 'B: Associate mbers: fire commissioners, city officials, ıistant chiefs and members of fire de- rtments, individuals representing firms d corporations interested in the protec- n of life and property against fire shall eligible to associate membership. D: 'e members, individuals, firms and cor- rations interested in the protection of e and property shall be eligible.'

'It seems to me that the framers of the ıstitution had in mind making the field prospective members large enough so to include any persons and corporations erested in the protection of life and operty.

'When I took up the duties of Second ce President I made a study of the con- tution and by-laws and I found this oad provision for not only active mem- rship but also associate, life and other mberships, and I saw at once the hope making this an influential organization good.

'It is impossible to conceive that any of r active members should assume such an itude. My belief is that these rumors ginated outside of our membership. To ow such criticism to go unchallenged uld be a failure to defend our constitu- n. We need the resources and increased venue.

'Part of the propaganda is based on the sumption that the control of the associa- n will pass from the active members to sociate and life members. This is a false statement. Associate and life members are entitled to all privileges except to vote. People and publications that spread this propaganda are not friends of the service or of the association. Such statements should not go unchallenged.

"The financial condition of the association has not been very strong. The limited income received from all sources has always been absorbed in preparing for and conducting conventions and in printing the proceedings. This made it impossible for the association to extend its work. It would be necessary to find some big source of revenue. It is confidently expected that we can increase these memberships to 5,000 and then secure an annual income of $25,000.

"At Kansas City there were outstanding bills of $1,003 with a balance of $162. Every cent has been paid and on July 21 we had a balance in the treasury of $22,080.61 (applause). With such a membership as I have mentioned, our association would be in a position to wield a tremendous amount of influence. All we need is a reasonable amount of devotion of individuals to the cause.

"During the past year this association has lost its Secretary. Chief McFall found it to his advantage to resign as position as Secretary in order to accept an executive position of great importance. His resignation was announced in a special pamphlet sent you with the proceedings of last year's convention.

"His resignation completely upset my plans, as I was minus his great experience and his intimate knowledge of Chiefs. In order that the work might go on I selected a young man in my office to serve as secretary, and he has worked at my side for the past nine months. This year you will elect a Secretary.

"I wish to draw your attention to the growing importance of this position. It will be necessary to establish an executive office in addition to having a secretary, and to see to the publication of reports of standards, proceedings, etc. These will require editing, which in itself will be a big job. Our position will not permit us to compensate the Secretary so that he can devote all his time to the association, but the right financial condition might permit us to pay a substantial salary to the Secretary.

"In conclusion I want to say that after my year's work I am more convinced than ever that the efforts of this association should be directed to the establishment of permanent executive offices with a high class Secretary and editor, the publication of an official quarterly journal, the gathering of statistics and the establishment of the association on a firm financial basis, with dues from at least 5,000 active and associate members. We have made big strides. In a short time I believe you can have $50,000 in the fund, and an income of $10,000."

The report of Chief Kenlon as above was then accepted by an aye and nay vote.

What Stratford Wants

Permanent fire and police departments are proposed for the town of Stratford, which has increased in population by leaps and bounds within the past five years and has, according to town officials, outgrown its present departments. The Public Safety committee will discuss the matter of permanent fire and police departments at its meeting tonight. No definite action will be taken, however, until the state legislature is about to meet, as the legislature will have to pass upon both proposed changes before they can be made. — Bridgeport, Conn., Post.

Transportation Building, in which the fire exhibits were displayed.

SENSATION OF THE MEETING

Chief Kenlon's "Personal Explanation" of His Resignation and What the Newspapers Said About It

The event of the I. A. F. E. Convention at Toronto, which overshadowed all others and somewhat upset the rest of the proceedings, was the resignation of President Kenlon tendered to the Executive Committee on Sunday, July 25, the day before the Convention was to meet.

The Executive Committee by a unanimous vote, supported by the Archbishop of Toronto, maintained that President Kenlon was overstepping his right and creating an unseemly religious disturbance by altering the local arrangements as made for the Convention.

President Kenlon thereupon resigned, but in his explanations subsequently he appeared to have some doubt in his own mind as to whether he had the legal right he claimed.

At first he said he would return at once to New York, but he changed his mind and remained until the end, giving out different explanations almost every day as to what the row was about.

On Sunday, July 25, he said it was a constitutional question; on Monday it had become a religious question; on Tuesday he said it was an Irish question, and on Wednesday he described it as an American question. The Convention seemed to think it was a question of too small importance to be allowed to disturb its proceedings, and it went ahead with its program under the chairmanship of Chief Healy, who was subsequently elected President.

After report for the year had been accepted Chief Kenlon rose July 26 to make a personal explanation as follows:

"Ladies and Gentlemen: I beg your indulgence for a few moments to present a matter to you that I would avoid were it possible to do so without tarnishing my honor as a man.

"In the exercise of my duty in the preparation for this convention every detail was submitted to me except the question that I am going to refer to. That was not submitted. Everything else was submitted.

"In the exercise of my prerogatives as I understand them, and which give the President large powers, I made an appointment to open this convention, and at the same time that I made that appointment I also appointed through the Chief of the fire department of this city another reverend gentleman to officiate at the memorial services. I did this in absolute fairness and justice without a thought that any one could question my right to do it or that one would object.

"In accordance with other arrangements that I O.K'd or that I suggested to the Chief of the Toronto fire department, I notified him that I had made such a selection. He came back with a letter and told me very frankly that he had made other selections.

"I felt that I was acting within my rights and prerogatives and I did not know that there was anything in the constitution that permitted the local chief to override the President of the organization and I said I thought the arrangement as made by me should stand.

"After a passage or two along that line I received a letter from a very prominent member of this association telling me in all friendliness that this was the Belfast of Canada and that it would be bad policy and perhaps cause injury to the local Chief if a clergyman ——"

Chief O'Brien of Shreveport, La. — "I think this is no place to ——"

Chief Kenlon — "I owe you gentlemen an explanation and I am entitled to a hearing. I have been attacked in the press and misrepresented in many ways.

"Unknown to me before I left New York City, it was given out to the public press. It was stated that this was the most Orange city in Canada and that the feeling at this time was particularly high with a connection with an international question that had no place in the proceedings of this convention.

"I was astonished at such a reference, because in so far as any feeling of that kind is concerned it has no bearing upon me whatever. I don't know that we, coming from every State in the Union, from a country where every man is free, should offer to submit to any local feeling or any local sentiment that might exist in this city.

"I came along with an open mind, trying to disregard any reference to this matter, but on my arrival in Toronto I found the public press full of it. I was misrepresented in every way and then I went into an executive session with the officers.

"They suggested that they would wait upon this clergyman concerned. I had no objection. I said the case was out of my hands. It belongs to the world now.

"They came back, and they have, I believe Chief Healy has, a letter which should be read into the proceedings.

"There was some doubt of my right or authority to make the appointment, and because of that doubt the clergyman in question, the Archbishop, withdrew. I had no objection but I had a right that I wanted to exercise.

"I wanted to understand that there was not the slightest feeling and that I was not angered or hurt about anything that happened. My chief concern is the interest of this association. I am sorry that I have to stand up here and defend my position because I have been put upon the defensive by the offensive articles that are appearing in the press of this city.

"When Paul was asked by the Roman soldiery 'Art thou a Roman?' he proudly replied 'I am a Roman.' Now I am an American citizen and I have rights that no man can trample upon (applause).

"I come from a land where pride is clipped and where the people will not stand for wrong, no matter where it comes from, where there is fair treatment for every man. That is what that flag means over there (great applause).

"After this incident is closed I have prepared a most elaborate program for your consideration. I am going to do everything I can to assist you to carry it out.

"I want to tell you that I have lost the presidency but I have saved my honor. I am

(Continued on Page 10)

REPUBLIC TRUCKS

Republic outstanding features—ruggedness, economy and performance—were again strikingly emphasized in the 12-hour pumping test conducted by the National Board of Fire Underwriters at the International Convention of Fire Engineers held in Toronto July 27th.

This test brought out the true qualities of Republic triple combination pumper apparatus. Official report shows that the Republic pumper consumed less gasoline and pumped more water, per horse power, than any other pumper tested at the International Convention.

In fire fighting, as in the field of commercial haulage, the name Republic on a truck assures the owner of superior and unequalled performance.

Republic Truck Sales Corporation, Alma, Michigan

Dairy Amphitheatre, in Exhibition Grounds, where the I. A. F. E. held its business sessions.

(Continued from Page 8)

the same John Kenlon all the time. This is not a question at all of firemanic feeling or practice. The men that differ with me I have no feeling against at all. The local chief was in a strange position, and probably it is better. I will do anything I can to further your program."

The New York Evening Telegram said:

"There will be deep regret in this city over the resignation of our Fire Chief Kenlon as President of the International Association of Fire Chiefs, now in session in Toronto, which was the result of a difference of opinion between him and the local chief as to who should open the convention with prayer.

"Chief Russell of Toronto, in holding out for the clergyman whom he had invited, was clearly in the wrong, if for no other reason than that Chief Kenlon should have been considered in the double capacity of visitor and President.

"Why should not firemen, who serve all those in the community with courage and devotion, imitate the politicians? The latter never have an argument about the clergyman who is to deliver invocation before the delegates who are to select the candidates of the party.

"It is possible that a little of the old Adam of the amateur fireman still survives in the professionals of today.

"Those who are familiar with the history of earlier New York know that it was no uncommon thing for rival engine companies to stop and have a fight while on their way to the scene of duty.

"In the present case it is to be hoped that the dispute will be settled before it gets a chance to interfere with the work of a valuable association."

The Telegram of Toronto said July 26:

"I didn't think there would be such bigotry and intolerance on the North American continent. This is the second time I have been insulted. I was insulted when I was in Toronto last March. I am going back to good old New York, where every man is a man regardless of his religious opinions.

"The Orangemen of Toronto don't want me, and, to be very candid with you, I don't want them.

"They can't bluff me. Make that as strong as you like. In my opinion this incident will be a boomerang."

Thus, John Kenlon, chief of the New York Fire Department, retiring president of the International Association of Fire Engineers, and recognized as a foremost firefighter. And, although he has been an aspirant for re-election to the presidency, he said this morning that it was problematic whether he would remain for the convention. He was at the opening session today, but just for a few minutes.

All because of a "misunderstanding," as to who should offer the invocation at the formal opening of the convention this morning. Kenlon had wired Archbishop McNeil, of the R. C. Archdiocese of Toronto, while Chief Russell had made arrangements with Canon Cody, of St. Paul's Anglican Church. Apparently there was no spirit of conciliation from either when it came to straightening out the tangle.

The deadlock was broken at a Sunday afternoon meeting of the association executive, at which it was announced that Archbishop McNeil, having been informed of the situation, had withdrawn his acceptance. This did not suit Kenlon, however. He is used to having his own way. He resigned.

The controversy dates back to March. At the meeting here of the executive, it is stated, Kenlon asked Chief Russell, along with Secretary Webber, of the Toronto department; G. E. Thomas, of the American-LaFrance Engine Co.; Chief Aikens, of London; Chief Armstrong, of Kingston; Chief Reynolds, of Augusta, Ga., and Chief Healy, of Denver, to select a minister. Russell suggested Canon Cody and Kenlon agreed.

But, it is said, it developed later that as early as January. Kenlon had approached the Archbishop, though it was only a few weeks ago that Russell learned of it. Kenlon, it is said, then wrote Chief Delfs, of Lansing, the acting secretary, remarking that "the north of Ireland is domineered by Orangemen and that he would not back down and was going to stand pat on his choice." It is also stated that he said he had "no use for Orangemen."

When the confusion first became known, Canadian members of the association sought to have Kenlon let Chief Russell's appointment stand, in deference to the fact that Toronto was "the Belfast of Canada."

Chief Russell met him yesterday morning and it came to a straight issue between these two — that if Kenlon persisted and was upheld, Russell would resign from the association and quit the convention, and vice versa.

When the executive met there were some warm exchanges, and Chief Russell once got up to go, but Kenlon asked him to stay and arranged for a deputation to see the Archbishop. This consisted of three Roman Catholic members of the executive —Chiefs Healy, of Denver, vice president; Reynolds, of Augusta, Ga., second vice president, and Delfs, Lansing, Mich., who returned with a written request from his Grace to Chief Kenlon to have his name withdrawn. Chief Kenlon had declined to go with the deputation, but had wanted Chief Russell to go, and the latter would not go unless Kenlon went along.

The Archbishop, in acknowledging Chief Russell's privilege, also asked to be permitted to withdraw from participation in this morning's memorial service. Chief Kenlon later called upon the Archbishop at the latter's request.

When the executive finally supported Russell unanimously, Kenlon promptly resigned from the presidency of the association and quit the room.

Chief Kenlon has been for 35 years connected with the New York Fire Department. Sixty-five representatives of that department are attending the convention with him, more than three times the number present from any other city.

Not many of the American delegates interviewed by The Telegram expressed sympathy for Chief Kenlon's stand.

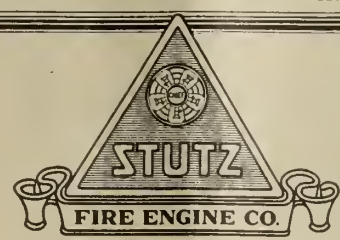
"This is the first time a religious question has ever been allowed to intrude at our conventions," said one visitor. "If tolerated this time it would establish a dangerous precedent. Personally, I look on the whole thing as a piece of arrogance on Chief Kenlon's part. You may say for most of the delegates that he has either to eat turkey or quit. We won't stand for any nonsense. Toronto is using us 'white,' and we hope to be worthy of the compliment."

The Globe, Toronto, said July 26:

Religious differences yesterday resulted in Chief H. Kenlon of New York resigning from the presidency of the International Fire Chiefs' convention, which opens in this city today in the Transportation Building at the Exhibition Grounds.

(Continued on Page 14)

Standardized and Engineered for Fire Service only



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The New Policy

The great new policy of the International Association of Fire Engineers, about which President Kenlon had maintained so much mystery, was for the first time fully revealed at its Convention at Toronto when copies of 14 reports of committees were distributed among the delegates.

These reports were devoid of the names of the chairmen or commitees responsible for them, and that on How to Increase Chiefs' Salaries was withheld. Chief Moran of Hartford, like one or two others, started to read to the delegates the report for which he was responsible but after getting about one-third through was cut off by a vote, the members saying they would prefer to read it rather than listen to it.

After an examination of these reports, which had been described as "fixing the standards of the fire service," the members of the Association said they could see the work of several years ahead if the policy thus outlined were to be carried out.

One Chief stated on the floor that it would be six years at least before the new policy would even begin to emerge in definite effect in the fire service. Another described the whole thing as an "endless chain."

Chief Kenlon said that after careful study for a year or two the Association might adopt some of these reports "tentatively" and refer them back to committees "for further consideration." Nobody was bold enough to say when the whole thing might be an accomplished fact, but everybody appeared to think that that event, if it ever occurred, would be many years in the remote future.

At the same time it was everywhere admitted that the reports taken as a whole would be of great value to the fire service as outlining for the first time a comprehensive, progressive, constructive scheme towards which the Association might well direct its efforts.

These reports give a definite direction to the Chiefs Association for the improvement of the fire service on a large scale, embracing many subjects, aiming at unification, striving for the securement of better conditions and striking at evils that are everywhere admitted.

But the job was altogether too big a one to suddenly hurl at the head of an assemblage of Fire Chiefs, many of whom had come to Toronto as a sort of vacation and all of whom had been accustomed for years to attending such conventions with the idea of indulging in desultory, wandering, aimless discussions of "the fire business" which this serious program would put an end to.

Merely to understand these reports after they were once given out would require close study for several months. If the Convention had been expected to take any action on them which would be of permanent value and mark a step in progress towards their final adoption, they should have been placed in the hands of the Fire Chiefs months ago.

No one can deny, however, that the Convention of 1920 by simply having this comprehensive scheme laid before it, was perhaps the most important in the whole history of the organization. If, as Chief Healy, the new President, said at the close, the members meet next year at Atlanta after a thoughtful study of these reports and with a desire to follow out the course here outlined, there can be no doubt that the Association has entered on a course which will give it increased influence and benefit the fire service.

The new officers of the Association appeared to think well of this plan as a whole, but to be impressed with the necessity of going slow on such a large undertaking. They also seemed to realize more fully than did perhaps Chief Kenlon the difficulties in the way of an actual realization of these ambitions. The general idea among the Chiefs appeared to be that the work was valuable as giving serious co-ordinated purpose to the Association rather than a sudden standardization of the fire service which they know to be years in the future.

The New Secretary

Chief James McFall resigned as Secretary of the I. A. F. E. after holding that position for over 15 years and the recent Convention at Toronto elected as his successor Chief James J. Mulcahey of Yonkers.

Chief Mulcahey is no ordinary fire chief. By nature he is constructive and progressive. He thinks the fire service is capable of great improvement and he knows an improvement when he sees it.

This was shown at the I. A. F. E. convention at Chicago two years ago. At that time the two-platoon system had few active partisans among the Chiefs. Hardly more than 25 cities had adopted the system which is now in operation in over 300 cities.

In fact, the two-platoon system was decried at the Chicago Convention and Chief Kenlon of New York denounced this journal for espousing the cause of reform by advocating its universal adoption. He called us "agitators."

That convention spent a part of its time ridiculing two-platoons.

In the face of this opposition Chief Mulcahey got up and said: "It is true that there is an agitation going on for the two-platoons, but it is an agitation for a reform with a great deal of merit to it."

He then went on to describe the practical workings of the system in his own department, at Yonkers, and he reported on it favorably.

Now that the "agitation" for the two-platoon system has won the greatest victory ever seen in the fire field, sweeping the largest cities of the world and invading many foreign countries, the fact that the new Secretary stood up for it when it had but few friends speaks volumes for his courage and intelligence.

The Association is to be congratulated upon making so good a choice for Secretary.

An Idea

Editor Lee of the Fire Engineer was so dazed by the magnitude and magnificence of the grand scheme for the wholesale reorganization of the fire service from the ground up, when he caught a faint glimpse of it some weeks ago, that he could not find works to describe it, and in the hurry of making up his June issue he forgot the diagram that explained his explanation. He exhausted a wide vocabulary, however, in placing laurel wreaths upon the brow of Chief Kenlon, the supposed inventor of this splendid scheme.

What now must be the surprise of Mr. Lee when he learns that Chief Kenlon did not invent it at all. The real author has appeared at last, having been smoked out from his concealment by malicious rumors.

He is no less than Chief McFall, who had 15 years as Secretary of the I. A. F. E. to incubate this project. In a speech to the delegates at Toronto he admitted that the whole thing was his own idea and that he only passed it on to Chief Kenlon as a suggestion. The latter saw its value at once and snapped it up and he put in a lot of hard work licking it into shape.

Just why Chief McFall should have concealed such a monumental scheme for years we do not know. He had many opportunities to put it before Chiefs Conventions, but he kept it up his sleeve. Perhaps he was afraid of its explosive qualities and knew the danger of hurling not one idea but a thousand of them all of a sudden at the heads of the assembled Chiefs!

At any rate we do not deny that the scheme was a good one. Given a few years of zealous work, proper direction and perhaps some luck and friction, and it is bound to evolve something of substantial value to the fire service.

San Mateo, Calif. — Plans for additional fire apparatus, a fire alarm system and reorganization of fire department adopted. The campaign for better fire protection followed the $500,000 Peninsula Hotel loss.

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(Continued rom Page 10)

The difficulty arose in choosing a clergyman to pronounce the invocation at the opening of the convention. The Gotham Fire Chief wanted a Roman Catholic clergyman to officiate, and went ahead and arranged that Archbishop McNeil of Toronto should pronounce the invocation. Fire Chief William Russell of this city, who had charge of local arrangements, wanted a Protestant to officiate, and he selected Rev. Dr. H. J. Cody of St. Paul's Anglican Church, Bloor street.

The difficulty first became known a few weeks ago, when it was learned that both Archbishop McNeil and Dr. Cody had been invited to officiate. Neither Chief Kenlon nor Chief Russell would back down from the position each had taken.

Yesterday a meeting of the Executive Committee was held, at which the problem was considered, and the decision reached was favorable to the local Chief.

When the result became known Chief Kenlon announced that he was through, and would return home today. He refused to reconsider his decision when asked to do so by the committee, and up to a late hour last night was still determined to quit and go home.

"I am just a plain delegate now," said Chief Kenlon last night, "and I am off tomorrow for New York. I have quit."

The Star, Toronto, July 26 said:

It was Rev. Canon H. J. Cody, rector of St. Paul's Anglican Church, who opened the International Fire Chiefs convention at the Exhibition Park at 11 o'clock this morning with prayer, and not the most Rev. Neil McNeil, Catholic Archbishop of Toronto, whom Fire Chief Kenlon, of New York, president of the association, had invited to do so.

Archbishop McNeil had withdrawn from the program. Chief Russell asked Rev. Byron Stauffer to take charge of the memorial service, and Mr. Stauffer accepted.

Following Archbishop McNeil's announcement that he would withdraw from the program, Chief Kenlon, after hearing the Archbishop's decision, resigned as president and left the executive meeting. He immediately after wrote out his resignation which he handed to First Vice-President Healy of Denver.

This was the outcome of Chief Russell's determination to have Archdeacon Cody open the convention with prayer, following a meeting of the Fire Chiefs' executive held in the King Edward yesterday afternoon. Chief Russell and Chief Kenlon clashed as to who had the authority to select a minister to say prayer.

In his choice, Chief Russell received the support of every man on the executive, three of them being Catholics. They were all in favor of the local committee having charge of the arrangements, with the exception of Chief Kenlon.

And the upshot of the squabble in which both Chief Russell and Chief Kenlon threatened to resign, was that Chief Kenlon was routed, standing alone, while Chief Russell carried the day.

The decision of Archbishop McNeil to withdraw came after a committee consisting of Vice-President Healy, of Denver, second Vice-President Reynolds, of Augusta, Ga., and Chief Delfs, of Lansing, Michigan, three Catholics, waited upon Archbishop McNeil at his residence at 3 o'clock yesterday afternoon following an executive meeting. The committee were delegated by Chief Kenlon to interview the archbishop.

After receiving the deputation, the archbishop wrote out a statement asking Chief Kenlon, his nominee, to withdraw his name.

Main entrance to Exhibition Grounds, where Convention was held.

In the interview with Chiefs Healy, Delfs and Reynolds, the archbishop also asked that owing to the controversy that he be permitted to withdraw entirely from the program. His Grace mentioned that he regretted the controversy had arisen, and pointed out Toronto was a loyal British city and was free from any religious controversy. He regretted the matter had been injected into the convention.

The feeling of the delegates and the executive when spoken to by The Star was that Chief Kenlon had overstepped his authority and was trying to "boss the whole show." All the visiting delegates stood firmly behind Chief Russell.

"I did not think there was any man had enough backbone to force Kenlon to back down," stated another chief to Chief Russell.

It is stated that the meeting was on the point of breaking up several times and Chief Kenlon at times waxed sarcastic, hinting that Toronto was "narrow-minded" in its views on religious matters. It is stated that Chief Russell hit right back at Chief Kenlon and reminded the New York fire fighter that Toronto was not as narrow as some people in New York.

The determination of Chief Kenlon to have a Catholic archbishop preside is shown in a letter he is reported to have written to Chief Delfs, of Lansing, Mich., who at the time was acting secretary. Chief Kenlon, in as many words, it is stated, said that "the north of Ireland is domineered by Orangemen and that he would not back down and was going to stand pat on his choice." It is also stated that he said he had "no use for Orangemen." The letter has since been destroyed.

The defeat of Chief Kenlon of New York as president of the International Fire Chiefs is predicted today among the delegates at the convention.

It is stated that Chief John Healy, of Denver, first vice-president, will be elected president Although Chief Kenlon stated yesterday he had resigned as president, and told The Star he was going back to New York he was still at the King Edward today, and it was given out he would attend the convention.

Chief Kenlon is making a bid for a second term as president, and it is an unwritten law that the president holds office for one year only.

In seeking a second term, Chief Kenlon is upsetting all precedent in the last forty-seven years of the International chiefs.

Dr. Cody, when asked in reference to the matter, stated he had not anticipated there would be any trouble. He said he understood he was to pronounce the invocation and that Archbishop McNeil was to conduct the memorial service. "That would have been a perfectly suitable arrangement,'" added Archdeacon Cody.

The Toronto Star, July 27, said:

Delegates to the Fire Chiefs' Convention from the Middle West have strong suspicions of the ultimate result of Chief Kenlon's resignation, accepted by the convention yesterday afternoon, and they told The Star in plain language what they thought of it.

They came to the convention prepared to back to the limit Chief John Healy, vice-president, in his candidature for the presidency.

Until the decision of the executive committee denying Chief Kenlon the authority of selecting a clergyman, had been announced and President Kenlon had resigned, it was a well known fact that he was aiming to seek re-election this year.

"Kenlon has killed himself with the association," commented Chief R. C. Alder, of Tulsa, Okla., with reference to the former president's attitude in the recent dispute over the selection of a clergyman.

John Wright, fire commissioner of Den-

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(Continued from Page 14)

ver, Colo., went further and following Chief Kenlon's speech yesterday charged him with "what was apparently a direct attempt to endanger the mutual confidence existing between the Canadian and American delegates."

Commissioner Wright took strong issue with the resigning president on his condemnation of the press.

"So far as the American delegates are concerned and particularly those from the Middle West, the utmost harmony exists with the Toronto delegates. Frankly, Kenlon's resignation looks to me like an indication that a move is on foot, spurred on by Kenlon's supporters, to instill confidence in the backers of Healy that might result in some of them returning to their homes before Friday, the day of the election. By that time Kenlon's men would be sufficiently strong to elect him if he were again placed before the convention. In my opinion, Kenlon has been given what he deserved.

"I think the press has been very fair to both factions in this dispute and the hospitality of Toronto citizens to the American delegates will be remembered long after such petty differences have been forgotten."

The Mail and Empire, Toronto, July 27 said:

The unfortunate squabble arising out of the appointment of a clergyman to officiate at the opening of the International Convention of Fire Chiefs at the Exhibition Grounds yesterday reached its climax at the afternoon meeting when, after a statement of his side of the case, Chief John Kenlon, of the New York City Fire Department, tendered his resignation from the presidency of the association, which was accepted by a vote of 131 to 108.

According to Chief Kenlon's view of the situation, his authority had been questioned, and in a great huff he retired.

On the face of it the petty controversy would appear to have been the result solely of religious differences, but there were those among the delegates who held the view that the matter had been dragged in for a definite purpose.

They asserted that Chief Kenlon had sought to overstep an unwritten rule of the association that no president should hold office for more than one term, and finding the feeling of the delegates too strong for him, had used the incident to permit him to withdraw under what would seem unjust treatment.

The trouble resulted from a duplication of invitations to clergymen to open the convention. Chief Kenlon asked His Grace Archbishop McNeil to officiate. Chief William Russell of Toronto invited Rev. Dr. H. J. Cody to undertake this duty.

On Sunday it became an issue solely between the two chiefs. The executive undertook the settlement of the matter, and finally supported Chief Russell unanimously after a deputation had waited upon Archbishop McNeil and returned with a request from his Grace that he be permitted to withdraw his acceptance of the invitation.

Yesterday morning when the opening ceremonies took place Chief Kendon did not assume his official place as president. He went to the convention hall and occupied a seat at the rear for a few minutes, when he departed. In the afternoon, however, he appeared before the meeting to deliver his presidential address, at the conclusion of which he made this statement:

"I beg your indulgence for a few moments to present a matter to you that I would fane avoid were it possible to do so without tarnishing my honor as a man," he began. He stated that in the exercise of his prerogative as president he had made an appointment to open the convention and also named another reverend gentleman to officiate at the memorial service.

"I did this in a spirit of all fairness and absolute justice without a thought that anybody would question my authority or my motives," he said.

"In accordance with other arrangements with the fire chief of this city," he went on, "I notified him of my selection. He came back with a letter and very frankly told me that he had made another selection. I did not know there was anything in our constitution or by-laws to permit the local chief to override the president.

"About the same time I received another letter from a gentleman, prominent in this association, who, in all fairness to me, stated that this was the Belfast of Canada and that the local chief might cause trouble if a clergyman of a certain denomination was selected. It was stated that this was the most Orange city in Canada and that the feeling at this time was very high with reference to an international question, an inference which should never have been made in connection with this international convention.

Chief Kenlon said he came on to Toronto with an open mind although still maintaining that his action was right, but when he got here he found the press full of the dispute and with, he charged, a garbled version of it. He went into executive session with the officers of the association and they said they would wait upon the reverend gentleman, following which the Archbishop withdrew.

"I am sorry I have to stand up here and defend my position," he continued, "but I have been put upon my defensive by the articles in the press of Toronto. I am an American citizen and I have rights that no man can trample upon (applause).

"In accordance with the ruling of the executive committee that I had no authority to make the appointment, I submit this paper (his resignation). I may lose the presidency of this association, but there is one thing I will not lose and that is my honor."

Chief Thomas W. Haney, of Jacksonville, Fla., at once moved that it be not accepted, while Chief C .W. Ringer, of Minneapolis, moved that the resignation be accepted and the incident closed. Chief Haney said:

"While I don't agree with Chief Kenlon —and I don't mind teling him so—it is not a question of differences, but of his duty to this association. He was elected as president, and I think he should retain the chair for this meeting."

There was considerable confusion at this juncture, and when a "yeas and nays" vote was taken the result appeared about even. A standing vote showed 131 for acceptance and 108 opposed.

This was followed immediately on the motion of Chief Bywater, of Salt Lake City, by a unanimous vote of thanks to Chief Kenlon for his services to the association during the past year.

The latter announced that he had prepared a large program for the convention, and was ready to assist in carrying it out. He had lost the presidency, but retained his honor, he said, and added that he still stood ready to give all possible assistance to any fire chief who might desire to consult him.

"I go back to a city where they won't fire me out because I hire this minister or the other," he continued. "I want to help carry out this program. Now let's forget the rest of it."

In an interview last night Fire Chief Kenlon, of New York, stated that the incident respecting the selection of a clergyman was not a religious question, but solely and absolutely an Irish question. The feeling in Toronto at present, he said, on account of the unfortunate disturbances in Ireland, he was told was very tense. He sympathized with Ireland in her struggle for a better form of government, but as an American citizen he didn't wish to inject this into the question while he was on British soil.—Toronto Mail and Empire, July 27.

The Star, Toronto, July 27 said:

Gotham's fire chief carried warfare into the enemy's camp yesterday afternoon and on the open platform of the International Convention of Fire Engineers announced defiance of Fire Chief William Russell of Toronto and the decision of his executive committee.

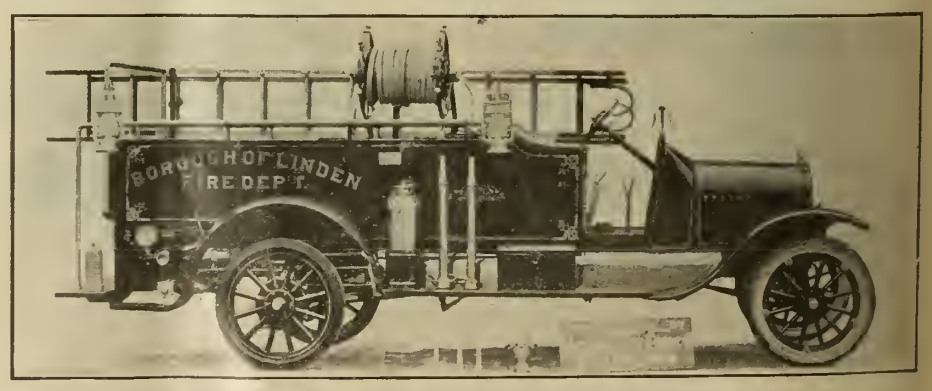
Following a fiery speech, in which he arousel a number of the delegates on the grounds of America's love of justice, he tendered his resignation, which was accepted by a standing vote of 135 to 108.

In spite of the fact that yesterday morning Chief Kenlon refused to attend the convention for more than a few minutes, he announced to The Star that he would continue his attendance throughout the re-

(Concluded on Page 30)

"Not For Funerals"

Chief Summers of the fire department received a phone message from the Brimfield forest fire lookout on Steerage Rock that a dense volume of smoke was rising a short distance west of Palmer Center and that he'd better give it a once-over at least. "Jim" hustled up there as fast as the apparatus could carry him — and it isn't built for funeral processions — and spent considerable time looking for signs of a fire, but failed to find anyone who had been burning brush even. While thus engaged, the fire alarm sounded for a small blaze in the village, and as it is all down hill from there back, all records were broken on the return trip — and there was no fire at all. — Palmer, Mass., Journal.



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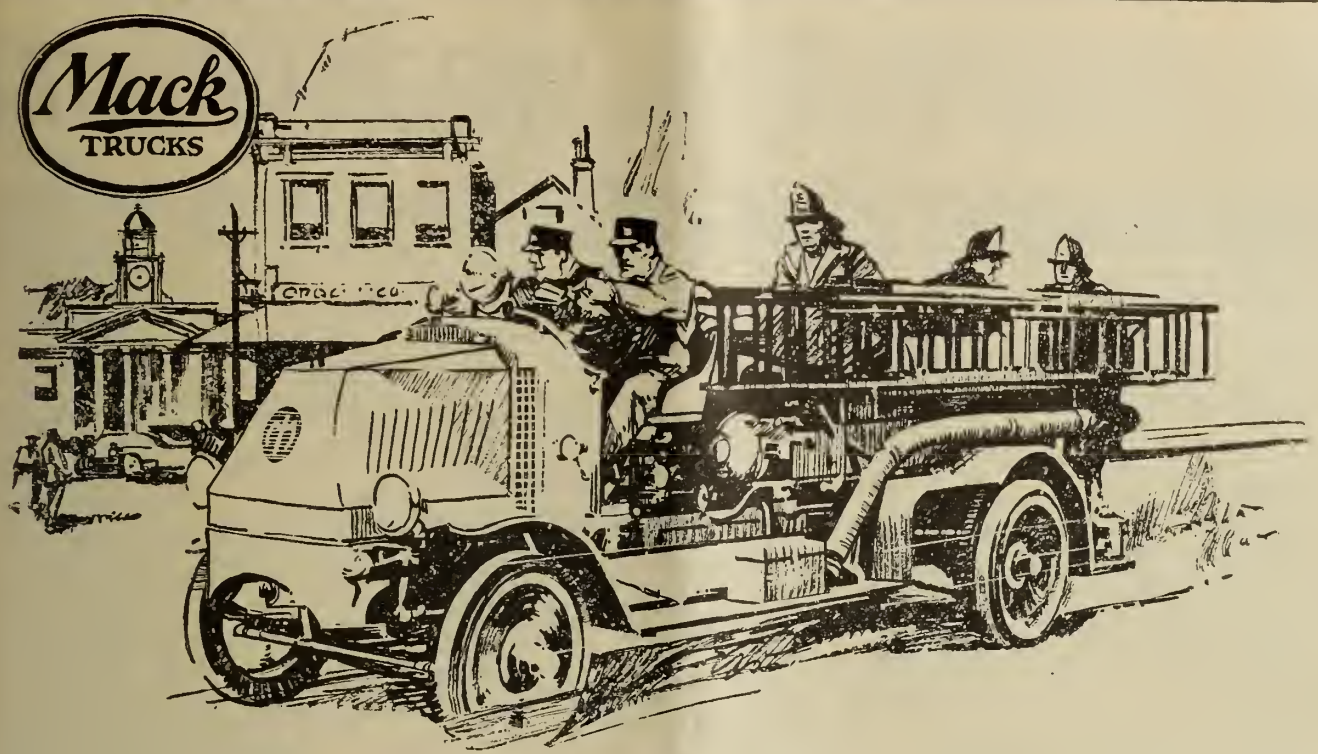

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FIRES IN FRAME DWELLINGS

"Standard" Methods as Reported by Committee to Toronto Convention

While frame dwellings may vary in size, style and design, the same general principles as to construction will be found in practically all instances.

The hazards in the event of fire in such structures may therefore be definitely classified and certain basic principles of fire fighting can be applied to meet such hazards, so fire can be controlled and extinguished.

Frame dwellings may be detached, semi-detached, or may be of type where such buildings are connected in rows. In all of these types the hazards present in case of fire are:

First — The space between the outside sheathing and the lath and plaster inside finish affords a ready means for a quick extension of fire throughout the structure. A fire starting in the cellar may extend by this means up to and through the roof.

Second — The open stairhall from the front part of first floor to all floors and rooms above, and in some cases the presence of an additional stairway at the rear from the kitchen on the first floor to sleeping rooms, known as the servants' stairway, permits fire starting in any part of the building to extend very rapidly.

Third — The fact of the entire structure, including roof surfaces, being combustible, presents the hazard and possibility of several buildings being involved through exposure in the event of fire occurring in any adjacent building.

To meet these hazards the points to be observed and procedure followed are:

If a fire starts in the cellar and extends to the ceiling and first floor, a quick examination and ventilation of the upper part of the building, including attic and cock-loft, must be made, to note if fire has extended through the space behind the lath and plaster. If the fire has reached such points, the wall and ceiling must be opened up so the water from the line which has been stretched to this point can be delivered on the fire to head it off and extinguish it. Observe the direction in which the fire is extending and by opening up the wall and ceiling at points just ahead of it you will prevent further extension and extinguish the fire.

If the fire has extended to the upper part of the building, the first engine company arriving should connect to the nearest hydrant and stretch two lines of hose, one to be taken to the cellar and the second to the first floor front.

If required, the second engine company should stretch line by stairway to second floor. The first truck company on arrival will raise ladders to front, rear and sides and ventilate by opening all windows, so the line or lines working up stairways can advance. The truck company will then work in on the floor and open up the lath and plaster walls and ceiling where necessary.

If, upon arrival, it is found that a frame dwelling of the detached type is entirely involved by fire, and adjacent buildings are exposed, the first engine company should stretch two lines and operate both from the outside to protect the adjacent buildings, on either side, as well as to extinguish the fire. The second engine company will also stretch two lines, taking one line to first floor front and the other to cellar by rear outside stairway. The third due engine company will stretch into the rear and operate line on fire, wetting down buildings at rear if necessary.

Where fire extends through a dwelling in a row of similarly constructed buildings, the necessity for additional alarms is evident. The companies arriving on additional alarms should be deployed to extinguish fire in other buildings caused by heat radiation or sparks, using chemical lines, extinguishers, buckets, etc., or if conditions warrant, stretching additional lines from engines to buildings on fire.

In case of heat radiation or sparks endangering surrounding structures, efficient patrols should be immediately established, all available aid of occupants of buildings to be directed to wetting down roofs by means of buckets, etc., and where necessary there should be no hesitancy in using hose streams to thoroughly wet down and cover any buildings in the path of the flame or heat radiation to prevent such buildings from being ignited.

In the case of semi-detached type of frame buildings, the dividing wall between the dwellings may be ordinary stud, lath and plaster, or there may be brick filling between the studs; in some instances the wall may be of hollow tile. Such dividing wall is seldom an effective fire stop to prevent fire from extending from one building to the other, for the reason that, due to inferior workmanship, fire soon renders it subject to early collapse. In many cases it will be found that such wall is carried from the foundation to the ceiling of the top floor only and there is an open space between the buildings from the top ceiling to the roof, and caution must be used to look for and stop the fire at such point.

Where frame dwellings are constructed in attached rows, this condition of an open cock-loft or space between the top floor ceiling and roof, from two to four feet deep, not fire stopped between buildings, is a typical condition. Quick examination as to spread of fire through this channel must be a first consideration on the part of the officer in charge, and hose lines must be stretched to head off such extension.

Where fire has gained headway and extended into the ceiling of one building in a row of this type, lines of hose should be stretched to the top floor of the buildings on each side of the building on fire. The ceilings of the top floor of such buildings to be opened, to see if the fire has extended to such points, and the lines stretched there will be used to stop it.

It is sometimes possible, where scuttle openings exist on roof, to open scuttle covers to make examination at such places and such means will be taken if possible.

Even where the party walls do extend up through the roof, the floor beams of adjoining buildings resting on foundation or party walls may not be properly separated by incombustible material, and there is always danger of fire passing from one building to another through open spaces where the beams meet and such points must not be overlooked.

In many suburban sections the exterior finish of many one and two-family dwellings are of stucco type, or of metal pressed to resemble stone or brick, but neither of these forms offer any substantial resistance to fire extending and the same general hazards are present as in the case of ordinary frame construction.

One story frame bungalows at seashore resorts or summer colonies, usually elevated on pile foundations, about a foot or more above the ground, grouped closely together, and in some localities covering considerable area, present a hazard of real importance for the thought of a fire chief.

The open space beneath the buildings is usually littered with an accumulation of paper, lumber and other combustible rubbish. In case of fire starting in or under such buildings this space acts as a powerful flue and a quick running fire develops.

Most of the work at such a fire is to be done from the outside, lines to be placed to head off the fire, kept moving and changing positions frequently, and good pressures maintained at the nozzles.

The Eureka Fire Hose Train

Of the numerous special parties that went to the I. A. F. E. convention at Toronto one of the most pleasant and successful was that from New York, picking up Chiefs along the way, arranged by the Eureka Fire Hose Mfg. Co., of 27 Barclay street, New York, and the details of which were under the care of Mr. Fred Benson of that company.

The train left the Pennsylvania station in New York, on Sunday morning, June 25, at 8.50 railroad time. It was a special Pullman observation parlor car train and it went over the Lehigh Valley road, one of the most beautiful in natural scenery in the world.

Chief Mulcahey of Yonkers, afterward elected Secretary of the I. A. F. E., was on board with several friends who distributed Mulcahey badges.

There was also on board a Chief from South Carolina, who excited much interest by exhibiting a bottle of the celebrated colorless corn whiskey of that state which very few people in the Northern states have seen, or smelt. Some passengers who tasted it said it had the "kick" of whiskey but neither the proper smell nor color of the genuine product that is now almost a memory of a distant past.

As the train went through Jersey and Pennsylvania small parties of Chiefs got on board. It was a beautiful cool Sunday for a day trip. Table d'hote luncheon and dinner were served in the dining car.

The train arrived in Toronto at 11 o'clock Sunday night, when three cheers were given for Mr. Benson.

Chief McFall's Idea

Chief James McFall, former Secretary, asked leave to make a brief statement to the I. A. F. E. Convention at Toronto as follows:

"The week before last I got a letter from a friend asking: 'What is this story that Fire Service tells about you and Chief Kenlon?' He sent me a copy of Fire Service of June 19 headed 'Running for Reelection' or something else, and speaking of the peremptory dismissal of Chief McFall. There is not a word of truth in that, gentlemen. It was all a mistake.

"Every Friday I went to New York to help Chief Kenlon. Unknown to me he had gone to Mr. Mallalieu of the National Board to allow me to serve the year out in order to help him and I expected to come here and resign. But owing to circumstances I had to resign on October 2, and there was not a more surprised or disappointed man than Chief Kenlon.

"They criticised him severely over this membership program. I am the man who suggested it to him. My idea was to get up a fund of $50,000, and I believe we could have had $100,000 in time. I think it is unjust to criticise him when I was the man that suggested it."

Cleveland, Ohio. — Extensive additions to the fire apparatus are planned, including 5 motor pumpers, 3 motor hose wagons, 1,000 feet of 2 1-2 inch hose and 3,000 feet of 3-inch.

Milton, N. Y. — Purchase of fire apparatus under consideration.

NORTHERN EQUIPMENTS

"We furnish everything but the Chassis"

FOR COMMERCIAL TRUCKS

Boost local business prosperity by buying everything you can locally.
Buy your fire trucks from your local truck dealers because
You are guaranteed satisfaction — Your local truck dealer can handle 90 per cent of your service calls on the chassis — Your local truck dealer is a taxpayer and deserves your consideration — Northern Commercial fire apparatus is a success.

Send for booklet "Northern Commercial Fire Trucks"

NORTHERN FIRE APPARATUS CO.

Minneapolis, Minnesota

Sales Offices - - Every Truck Dealer, Everywhere

We are Manufacturers of Northern Trailerpumps, Rotary Pumps, Fire Extinguishers, Chemical Engines, Hose Carts and Fire Apparatus Supplies

LUMBER YARD FIRES

How They Should Be Handled, According to Committee Reporting to Toronto Convention

Lumber yards, which cover large areas, where enormous quantities of stock are stored, both in the open and in sheds of wood construction, are a menace from the fire hazard standpoint to any town, village or city except in cases where they are in an isolated location.

The layout of the yard is such that roadways lead to the front of each and every lumber pile or shed contained within its area, through which trucks may be driven for loading or unloading purposes.

These arteries of travel are very useful, not alone in carrying on a fire extinguishing operation, but in many instances because of their width, prevent fires from communicating to lumber piled on opposite side.

The most serious situation to be apprehended in any lumber yard is a fire originating in one of the large wooden sheds, usually erected to protect stock from the weather, in that it immediately places in jeopardy a large number of piles of lumber adjacent thereto.

Delayed discovery of a fire originating in one of these sheds implies that considerable heat will be radiated in all directions, of sufficient intensity to ignite the lumber contained in the surrounding piles for a considerable distance.

The hazard next in importance to that previously described would also be produced by belated discovery of a fire in a pile, in that a quick extension of the fire is certain to occur and involve the adjoining piles on sides and rear.

To make the point clear, it is intended to say that where a fire originates in a lumber pile and it is discovered promptly, and proper action is immediately taken to cause its extinguishment, the chance of its communication to adjoining piles is practically nil.

The stick piled method (where a circulation of air is desired between the pieces) of piling lumber is more apt to produce a quick extension than the solid pile method, as the fire readily travels through the voids created between the different layers.

It should be clear to all fire officers that the greatest fire hazard in piled lumber, as regards the fire's extension, is on sides and rear of the piles, because of small area separating one from the other, and the irregular length of the lumber in the pile, the longer pieces extending a considerable distance beyond the shorter pieces, which create what might be called deflectors, that are productive of a fire's rapid extension from pile to pile, on rear ends; the smooth or even face on front of all piles is less dangerous as to a fire's extension.

Under the assumption that a fire has originated in a large shed in a lumber yard and is almost, or entirely, involved throughout on the arrival of the fire fighting force, what course should be followed in combating the situation?

Hose lines should be placed in positions where they will be effective in preventing or limiting the fire's extension, and the direction of the wind should not be overlooked when assigning hose lines to positions.

An officer should be on the alert to promptly call such further assistance as may be necessary, and not neglect to make use of all private fire extinguishing equipment on the premises.

In preventing the fire's extension it might be good practice to utilize all available streams of water in wetting down surrounding sheds or piles, totally disregarding the original structure in which the fire originated, but no fixed rule can be made; the confining of the fire to as small an area as possible is most desirable, and whether all hose lines should be used in accomplishing this result, totally disregarding the original fire shed, depends upon the judgment of the officer in charge of the force.

In any operation at which the radiated heat is of sufficient intensity to prevent a near approach of the hose line to the fire involved area, orders should be immediately transmitted for increased pressure on the hose lines to increase the range of water delivery.

The extension of the fire to the top layer of any pile, or a number of piles, is only of minor importance and is easily controled.

What an officer should be on the alert to guard against is the fire communicating to the interior of a pile, and all hose streams should be utilized to the best advantage in wetting down the ends and sides, with a view to preventing the interior communication, with an occasional sweep of the hose line in such direction that the tops of the piles are wet down.

A fire communicating in a lumber pile has communicated to other piles immediately adjacent on the arrival of the fire extinguishing force.

A difficult operation confronts the officer in charge, in that he is unable to place hose lines in effective positions on account of their inaccessibility, due to the limited space between piles on sides and rear; the front of a pile may be easily approached and effectively protected and the sides partially protected through an artery of travel, but the rear end of a pile, the great danger point, can be effectively protected because of the nearness to which it abuts on adjoining pile.

Some chief officers prefer the use of a heavy stream in preference to a number of smaller streams (say 1 1-8 inch or 1 1-4 inch), but the committee believes in the use of the latter method, as it insures a certain mobility if the operation requires it.

A lumber yard fire is an operation in which the skillful direction of all streams is absolutely essential if prompt results are to be obtained, and where an extensive area is involved they should be utilized to the best advantage, the work of actual extinguishment being deferred until the extension hazard is safely controlled.

In preventing an extension from pile to pile on sides and particularly on rear ends, the use of distribution nozzles is recommended.

This appliance can be lowered on the end of a hose line between piles and it will insure a better distribution of water with more effective results than can be obtained from a straight stream.

The distribution nozzle can be easily raised, lowered or shifted from pile to pile, and a few of these appliances, skillfully and promptly used, would, because of the manner in which the water is distributed, create an effective barrier against a fire's extension from pile to pile.

In many operations the work of extinguishment requires the breaking down of a pile, because of the distance to which the fire has penetrated on its interior, and officers should exercise caution and be prompt to observe whether the undermining effect of the fire on a pile would be dangerous to men working on or in close proximity thereto.

New Bedford, Mass. — Installation of electric siren under consideration.

Poster Contest Winners

Milwaukee carried off the honors of the Gamewell Poster Contest at the Fire Chiefs Convention at Toronto. One nundred and fifty posters were submitted and seventy-six of the best ones were displayed at the Gamewell booth.

Four chiefs, Chief Murphy of Buffalo, Chief Alex. Henderson of Kansas City, Chief Ten Eyke of Hamilton and Chief Henderson of Bradford, Pa., were the Judges.

George Fischer of Milwaukee won the first prize of $300. Chester Crow of Chicago won the second prize of $100. D. D. Stumpf of New York was awarded third prize and Miss Hilda Blemensteil of Chicago came fourth.

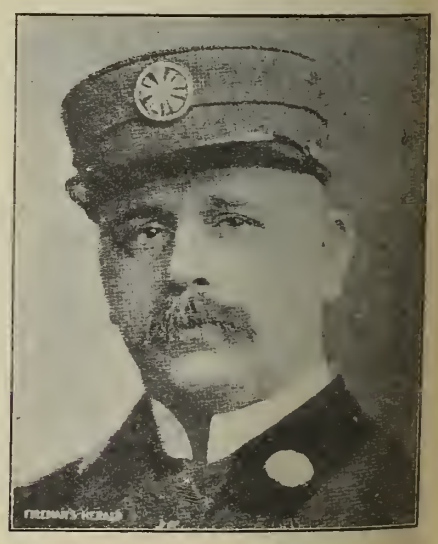
G. H. Mitchell of Chicago and Ernest Forshaw of New York were awarded fifth and sixth prizes respectively and seventh and eighth prizes went to T. T. Grimsdale of New York and Mr. Schwartz of New Jersey.

Twenty other posters were awarded honorable mention for excellence of idea, composition and coloring.

Posters were received from all parts of the United States and Canada and the task of deciding the best was most difficult. The Judges finally decided on a poster which emphasized the idea that most cities had an adequate number of parks, natatoriums, public buildings, paved streets, etc., and yet were strangely deficient in the number of fire alarm boxes.

The Judges were complimented on their choice by all who viewed the exhibition. In addition to the poster display the Gamewell Company had a complete display of up-to-date apparatus. An old wooden fire alarm box, one of the first boxes put in service in this country, attracted special attention as it was displayed alongside one of the most modern Peerless Boxes. The shunt type box for the protection of business concerns and the combination fire and drill box used in schools were also given close inspection by the chiefs, who realize the need of protection for industrial concerns and schools.

The Northern Electric Co., Ltd., the manufacturers and distributors of Gamewell apparatus in Canada, occupied the booth adjoining the Gamewell booth. The Northern Electric booth was the gathering place of the Canadian Chiefs who are determined that the cities in the states shall not have more adequate fire signaling protection than Canadian cities.



The late Chief Rosetta of Nashville, former President of the I. A. F. E.

"When 3 minutes can spell Destruction"

ALARM TURNED IN — volunteer firemen did not hear bell or the whistle did not have steam enough to blow — firemen arrived three minutes too late.

This is liable to happen in your town tonight. If you have a FEDERAL ELECTRIC SIREN, no time is lost at all. The alarm is turned in to central or the firehouse — they instantly push a button which causes the siren to send out a weird shriek that screams for miles around and gets instant attention of everyone whether asleep or awake. Volunteer firemen cannot mistake it — they immediately know that there is a fire and there is not a second lost. Averages only $1.50 a year for electricity — there is no other maintenance expense. Inexpensive to install as per our simple instructions. Gives long service. Send coupon for full information and prices now.

Federal Electric Company
Representing Federal Sign System (Electric)
8700 South State Street, Chicago
91 New Montgomery St., San Francisco
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Branches in all large cities.

The Federal Electric Siren

FEDERAL ELECTRIC COMPANY, representing Federal Sign System (Electric),
8700 SOUTH STATE STREET, CHICAGO.

Please send full information and prices of the Federal Electric Siren. Our city has about ..... population.

Name ..... City ..... State .....

Street and No. .....

Position .....

(F. S.—8)

AMONG THE EXHIBITORS

Jottings Made at Firemanic Display, Transportation Building, at the Toronto Convention

Pumping Tests

Demonstrations of pumping streams and motor efficiency were given by Stutz Fire Engine Co., Seagrave Co., Republic Truck Co., White Co., and American-LaFrance Fire Engine Co. The results were highly satisfactory. In the official tests the honors were about even. The entries in the Underwriter's Test were Stutz, White, and Republic.

Exhibits

Walter Corbin, inventor and manufacturer of Chief Hose Clamp, gave a very satisfactory demonstration of his hose clamp and took a number of orders.

Acting Deputy Chief James W. Heffernan, N. Y. Fire Dept., convinced many chiefs of the value of the Heffernan Switch Valve.

The Lungmotor representatives in attendance were W. A. Denham, Herbert Lievesley, L. D. Jones, and Messrs. Ingram and Bell.

Messrs. W. J. Murray, G. Schultz and Harry Christie were in charge of the Bowser Self-Measuring Oil Tank Exhibit.

The exhibit of the Apollo Magneto Corporation was in charge of Warren L. Smith, Sales Manager.

An interesting exhibit was that of Valentine & Company, manufacturers of enamels and special varnishes for Fire Hats, Fire Alarm Boxes, Boats and Apparatus. J. T. Alexander, Canadian Representative; T. P. Connolly, Advertising Manager, and ex-Chief James Flynn of the New York Fire Department were in charge of the display and demonstration.

Firms Exhibiting and Representatives in attendance were as follows:

O. J. Childs Co., Utica, N. Y., A. R. Brown, N. Y. C., Manager; G. H. Litchfield, George Altizer, Jack M. Hardy, Geo. Bickle.

E. J. Wendell, Hale Fire Pump, Conshohocken, Pa.

George Bickle, Bickle Fire Engine Co., and a representative of O. J. Childs Co.

G. A. Anderson of G. A. Anderson Mfg. Co., Baltimore, Md.

Goodyear Tire & Rubber Co. of Canada, Ltd. and Akron, O., U. S. A., S. R. Robinson, William Villers and I. E. Davies.

Bi-Lateral Hose Co., Clay Baird, S. G. Langher, J. H. Hurley and Robert Baird.

Ahrens-Fox Co., Charles Fox, John Ahrens, Ben. Graf, J. C. Pope, A. Glueck and George Krapp.

Woodhouse Mfg. Co., Geo. J. Kuss.

Grether Fire Equipment Co., William Schleinitz, Fred Grether and William Grether.

Gutta Percha & Rubber, Ltd., representatives of Eureka, Parogon and Red Cross hose, T. W. McKinney, J. G. Hardy, N. L. Blanchet, C. W. Watson, C. W. Riches, J. A. Archibald, J. W. Shaw and H. E. Wiles.

Pyrene Manufacturing Co. of N. Y. and Canada exhibited extinguishers.

Keystone Wax & Gum Treated Hose Co. and Dominion Rubber System, Ltd. had a display.

Greenfield Tap and Die Corp., Greenfield, Mass., manufacturers standard Hose Threads, were represented by Luther W. Smith and J. H. Howland.

Dunlap Cord Tire Co., of Toronto, exhibited hose.

Fabric Fire Hose Co. gave card cases as souvenirs.

Eureka Hose Co. presented visiting Chiefs with ash trays and other useful souvenirs.

White, Stutz, Seagrave and Firestone handed out gifts.

Foamite Firefoam exhibit and demonstration was ably handed by E. W. Ross, John Allen, Jack Lindsey, Walter Lindsey, J. H. S. Cronk, C. P. De Long, H. G. Robinson, E. C. Gunn and aids.

Mine Safety Appliance Co., G. H. Burrell and H. J. Segrave,

The C. G. Braxmar Badge Co., W. T. Rischert.

Armoroid Co., Puncture Proof Tires, T. S. Chatterton.

Larkin Mfg. Co., Dayton, Ohio, exhibited nozzles, couplings, hose jackets, lanterns and jacks. Francis E. Larkin and Lee Hardy were in charge.

Republic Truck represented by Howard Dewey, Sales Manager.

Northern Fire Apparatus and Northern Pump in charge of J. M. Shearer, Sales Manager.

White Fire Apparatus, Cleveland, Ohio. Ruddy W. Hoehn, H. J. Jenkins, A. W. Osborn, Sales Manager; Stanley Seward, and C. H. Baker.

Fabric Fire Hose Co., represented by Robert Manny, Boston, Mass.

The Seagrave Co., Columbus, Ohio, Frank E. Taft, New England Mgr.; Frank G. Shattuck, Gen. Sales Mgr.; Howard Ensign, C. S. Doolittle, J. F. Matheny, George Crause, Howard B. Spain, Gen. Manager; O. E. Fearn, Advertising Director; Charles Fearn, Julius M. Stone, President; William Lee, Supt., and H. M. Havens, Chief Engineer.

Eastman Nozzles represented by Robinson Eastman.

Stutz Fire Engine Co. of Indianapolis, Ind. H. C. Stutz, Pres.; A. C. Mecklenberg, B. B. Bobbitt, F. H. Wheeler, Henry F. Campbell, Robert Maypole, William F. McGuire, Charles Lillie, Edward G. Sourbier, and S. T. Murdock.

Goodyear Tire & Rubber Co. of Canada and Akron, Ohio. S. R. Robinson, William Villers and L. E. Davies.

American-LaFrance Fire Engine Co. G. E. Thomas, Canadian Sales Mgr.; F. B. Tanner, O. F. Beutell, George E. Morley, R. D. Hazzard, E. C. Keating, Sales Mgr.; Fred Fischer, Asst. Sales Mgr.; Hugh Logan, Sundry Sales Mgr.; C. D. Stewart, J. E. Chalfont, Glenn T. Scott, J. Ed. Schmitz, J. Ed. Schmitz, Jr., Ford Schmitz, Earl Watson, Thomas Johnstone, William Deitch, Donald Greene, E. P. Browning, C. R. Raynes. F. B. Gridley, Advertising Mgr.; H. J. Lovell, Robert Henrich, Charles Gee, Donald Lowman, F. E. Walker, J. J. May, W. G. Halley, A. S. Adams, of B. D. Adams & Son from Atlanta Ga.; P. O. Hebert, Mgr.; C. B. Payne, L. M. Gosney, Thomas Stewart, R. S. Zimmerman, Wm. L. Knight, Charles McCosker, Chas. Cizck, T. A. Baird, W. W. Withers, Henry Ruggles and William Latter.

As usual for Dayton Airless Tires—"The Chief Must Be Satisfied"—T. W. McNeill.

Elkhart Brass Mfg. Co., Elkhart, Ind. C. F. Shasberger, A. E. Hansen and Ed. Hansen.

The Christensen Engineering Company, Milwaukee, Wis. N. A. Christensen and Fred Weiss.

Apollo Magnetos, in use on much fire apparatus. Represented by Warren L. Smith, Sales Manager.

Gamewell Fire Alarm System. In charge of demonstration and exhibit of original "Box A Block" posters were V. C. Stanley, Vice President and General Manager; A. L. Tinker, L. E. Lowrie, Frank C. Stover, John Spader, W. J. Carroll, Advertising Manager; Charles Berst, A. D. Wheeler, and George Gonnss.

Incidents

Chief W. H. Knowles, of Dundas, Ont., member of his department since 1873, was the oldest chief at the Convention. He was 80 years old July 13, 1920.

Ahrens-Fox have sold 12 pieces of apparatus to Buffalo, Seagrave 25 to Philadelphia and Stutz several to Chicago.

The Minneapolis Fire Department Band of 47 pieces under supervision of Chief C. W. Ringer, made a big hit with the chiefs.

Deputy Chief Joseph L. Murphy, of Kingston, N. Y., and Richard A. Elmendorf, superintendent of Fire Alarm system assisted at the Apollo Magneto exhibit.

Mr. and Mrs. Walter F. Corbin and daughters Ruth and June motored from Toronto to New York City in a Chalmers seven-passenger car. Mr. Corbin is the inventor of the Chief Hose Clamp.

The American-LaFrance Aerial Truck for Clarksburg, W. Va., exhibited at the Toronto Convention, started for Clarksburg under its own power Friday afternoon, July 31st.

The Ahrens-Fox pumper for the Buffalo Fire Department, which was exhibited at the Convention, was driven from Toronto to Buffalo. Mr. and Mrs. John Ahrens and the Chief Engineer of the Buffalo Fire Department were in the party. The apparatus went into immediate service Friday, July 31, and responded to a third alarm of fire.

O. J. Childs Co., of Utica and New York City, exhibited the latest type New York Nozzle at the Convention. This nozzle is for effectively delivering water on fires in enclosed spaces where regular nozzles cannot deliver streams which will reach the fire. The New York nozzle is very useful in fighting cellar fires.

Joseph Webber, New England representative of American-LaFrance, drove his Hudson Super-Six from Toronto to Buffalo, an ideal trip. He was accompanied by Chief S. R. Hoffman, of Clarksburg, W. Va., and A. R. Jardine, Boston representative of American-LaFrance.

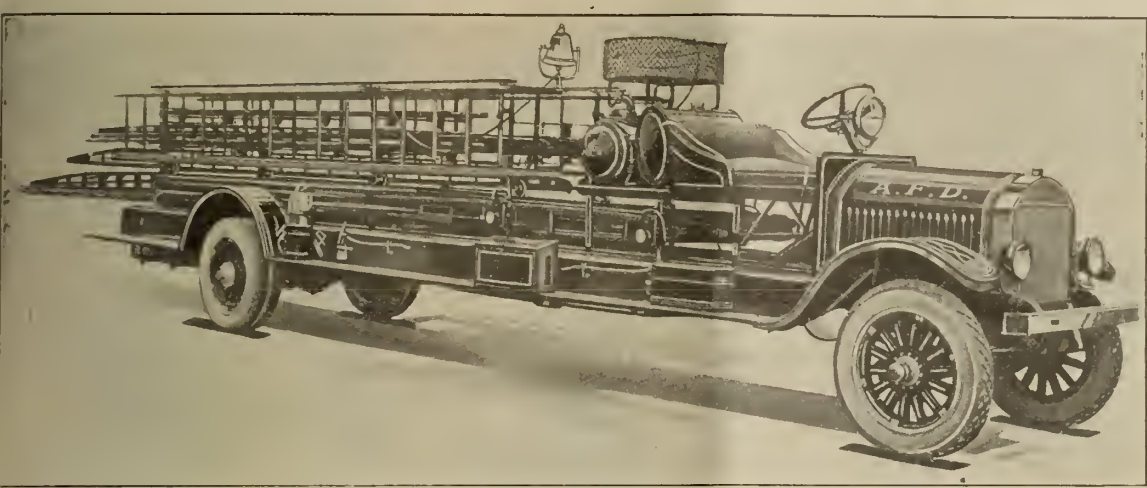
West Virginia Chiefs, including Chief Graham, Charleston; Chief Thompson, Wheeling; Chief Knight, Huntington; Chief Watson, Fairmont, and Chief Hoffman, Clarksburg, at the conclusion of the Convention, held a meeting at the Prince George Hotel, Toronto, and organized the West Virginia State Fire Chiefs Association. The object is to better conditions in the fire departments of the state and to urge legislators to enact fire prevention laws. The officers elected were: Chief Thompson, president, and Chief Graham, secretary. The association will meet at Charleston in the near future to plan for fire prevention work. Moses Kendelberger, State Fire Marshal of West Virginia, was the guest of the chiefs of his state at the Toronto Convention.

Chief Edward P. Murphy, Assistant Chief George W. Hedden and Third Battalion Chief Robert Zahm, of Buffalo, are enthused over the completion of new fire headquarters at Ellicott street near Mohawk. The latest Gamewell system has been installed and it is reported that Buffalo now has one of the finest central stations in America. The Commission Government will meet in the near future to consider a 10 per cent increase for firemen.

TO IRRIGATE 1,750,000 ACRES

The Northwest Reclamation Congress, which will meet in Seattle Sept. 16 and 17, will be the greatest irrigation congress in the history of the Pacific northwest. The congress will probably stress the necessity of developing the great Columbia Basin project of 1,750,000 acres, the most stupendous irrigation proposition in the history of the nation, which will increase by more than half the total taxable wealth of the state of Washington.

THE TRUCK YOU SHOULD BUY



THIS SERVICE TRUCK EQUIPMENT IS MOUNTED ON 2-TON STANDARD CHASSIS

GUARANTEE

means a lot more than mere promise, when you are buying motor fire apparatus or equipment.

Our constantly growing success is based upon the fact that we are of the right size to give personal attention to every sale, and we make a point of guaranteeing every item in the large line of fire fighting equipment we carry.

Whether it is motor apparatus, hose, extinguishers, or other equipment you need, drop us a line for our catalog, prices, and other information. Your inquiry will have our personal attention, backed by a guarantee.

BUFFALO CHEMICAL FIRE EXTINGUISHER CO.

61-69 CARROLL STREET BUFFALO, N. Y.

Modernize Your Fire Department

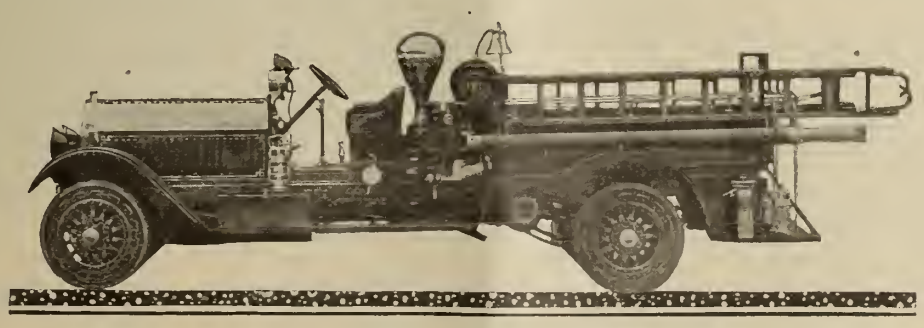
THE BEST IS NONE TOO GOOD

Install the SOUTH BEND

Heavy Duty Motor Fire Apparatus

POWERFUL

STURDY



EFFICIENT

RELIABLE

Six times former manufacturing space. Thirty times as strong financially. Better equipped than ever to produce the best and most perfect Motor Fire Fighting Equipment in the world.

Write for description of our new 600-Gallon Pumper.

SOUTH BEND MOTORS COMPANY

SOUTH BEND, INDIANA

TESTS OF PUMPING ENGINES

Conditions of Official Trials at Toronto and How They Were Met

Tests of pumping engines at the Exposition Grounds July 27, 1920, under the direction of the Committee on Exhibits of the association and in charge of Assistant Chief Engineer A. C. Hutson, of the National Board of Fire Underwriters, with the assistance of engineers of the Canadian Fire Underwriters Association.

Rules adopted by the International Association of Fire Engineers governing the test of motor pumping fire engines.

Attested, James McFall, Secretary.
Philadelphia, Pa., April 1919.

In common with the aims of other engineering societies, the International Association of Fire Engineers strives to advance the status of the profession to which its membership is so earnestly devoted, and

"Standardization" is a subject which is engaging the attention of all organized professional bodies; therefore:

Be it resolved by the Board of Directors of the International Association of Fire Engineers:

That this association shall adopt rules and regulations for governing tests and exhibits of fire fighting apparatus at its convention; also, that the rules of procedure hereinafter outlined be adopted as representative of the standard performance required by this association before such apparatus shall be approved.

That the association hereby approves a series of tests for pumping engines as follows:

Rules

Exhibitors will be required to state in advance the ratings they place on their pumping engines, that is, gallons discharged at 120 pounds, at 200 pounds, and at 250 pounds net pressure and to furnish other information, as hereinafter outlined. Provisions will be made for exhibitors to run preliminary tests, preferably during the week preceding the convention, to verify the ratings.

The preliminary tests are to be sufficiently exhaustive to determine how much water each engine can deliver at the various pressures above specified, but it is to be definitely understood that this delivery shall be no more than can be maintained for the full period of the final test. An engine able to deliver, for example, 740 gallons at 120 pounds net pressure will be given a corresponding layout of hose and nozzles.

Ratings of engines will be considered as the next lower even 50 gallons than the quantity delivered at the preliminary test; for example, an engine delivering 740 gallons at 120 pounds net pressure will be rated at 700 gallons, and an engine delivering 880 gallons will be rated at 850 gallons. Any engine rated at less than 700 gallons will be permitted to use a suction not more than 4 1-2 inches, inside diameter; any engine rated at 700 to 850 gallons will be permitted to use a 5-inch suction; any engine rated at 900 gallons or more will be permitted to use a 6-inch suction.

Tests will continue for a duration of 12 consecutive hours divided as follows:

Six hours delivering at 120 pounds net pressure not less than the quantity determined by the preliminary test.

Three hours delivering at 200 pounds net pressure not less than the quantity determined by the preliminary test.

Three hours delivering at 250 pounds net pressure not less than the quantity determined by the preliminary test.

During any of the runs not more than two men at one time will be allowed to operate or care for the engine.

Exhibitors will be required to furnish in advance a chart showing the measured brake horsepower developed by their engines at rates of speed within the range likely to be reached during the tests.

Provisions must be made by the exhibitors on each machine for an exposed shaft end either on the motor or the pump, so that a revolution counter may be used to determine speeds.

The exhibitor must give exact dimensions of engine cylinders and length of stroke; from these the piston displacement in cubic inches per minute will be figured, and comparisons will be made between the piston displacement, the brake horsepower of the engine and the power developed by the pump.

Provisions must be made for attaching the test gauge to a connection at some convenient point on the discharge piping; the test gauge has 1-4 inch pipe thread.

All engines shall be tested under same conditions at draft.

Gasoline of the same grade will be supplied for the use of all engines. Exhibitors may use any grade of lubricating oil desired. Records will be kept and reported of the amount of each that is used.

That such types of pumping engines as have heretofore or which may hereafter successfully pass the tests as prescribed by the foregoing rules, shall be officially approved by this association and no others shall be so recognized.

That the results of convention tests shall be published in pamphlet form by this association, giving the following information:

Report of Results

Maker's name.

Manufacturer's number.

Rated capacities as determined by preliminary tests — At 120 pounds pressure, at 200 pounds pressure, at 250 pounds pressure.

Type, gasoline used, tires, weight, wheelbase, tread, gear ratio, engine, type of clutch, type of drive to pump, displacement per revolution, type of pump, gasoline tanks: number and capacity, height of centre of suction above ground, duration of each test, layout of hose and nozzles, average nozzle pressure, average discharge, average net pump pressure, engine speed, pump speed, actual displacement per revolution, suction life, lubricating oil used, remarks.

That the foregoing rules and regulations have been adopted for the purpose of encouraging the production of the best possible fire fighting apparatus, and that no changes shall be made without consultation with such manufacturers as have from time to time co-operated with this association in its aims as hereinbefore set forth.

John C. Moran, Chairman; Samuel F. Hunter, W. P. Weeks, Sherwood Brockwell, Richard J. Marshall, James J. Henry, William Russell, George W. Booth.

Maker's name: Republic Motor Truck Co.

Manufacturer's number: 72. Motor number: 61678.

Rated capacity at 120 pounds pressure: 300 gallons.

Rated capacity at 200 pounds pressure: 150 gallons.

Rated capacity at 250 pounds pressure: 100 gallons.

Type: 19 W. pump, chemical and hose wagon.

Weight: Without men or hose, 6,900 pounds; on rear wheels, 3,800 pounds.

Tires: Type: Pneumatic cord. Size: 36x 6 inch front; 40x8 inch rear.

Tread: 56 inches front; 58 1-2 inches outside rear.

Wheelbase: 154 inches.

Engine: Waukesha motor, model C U; 4 cylinder 4.375-inch bore; 5.75-inch stroke.

Ignition: Single magneto.

Gear ratio: Engine to pump: 3 to 1, 4.8 to 1 and 6 to 1.

Type of drive to pump: Spur gear.

Pump: Type: Northern rotary; no air dome.

Displacement per revolution — gallons.

Gasoline tanks: Number, 1; capacity, 30 gallons, gravity feed.

Height of center of suction above ground: 40 inches.

First test: Duration, 6 hours.

Lay-out of hose and nozzles: 1 line, 2 1-2 inch hose, 150 feet; 1 1-4 inch nozzle.

Average nozzle pressure: 54 pounds.

Average discharge: 339 gallons.

Average net pump pressure: 120 pounds.

Engine speed: R. P. M., 1800.

Pump speed: R. P. M.: 600.

Actual displacement per revolution: 4.57.

Remarks: At beginning of second test valve spring found broken and valve stem bent.

Maker's name: Republic Motor Truck Co.

Manufacturer's number: 6319. Motor No.: 4557.

Rated capacity at 120 pounds pressure: 550 gallons.

Rated capacity at 200 pounds pressure: 275 gallons.

Rated capacity at 250 pounds pressure: 183 gallons.

Type: 18A. pump, chemical and hose wagon.

Weight: Without men or hose, 7,400 pounds; on rear wheels, 4,200 pounds.

Tires: Type: Pneumatic cords. Size: 36x 6 inch front; 40x8 inch rear.

Tread: 56 inches front; 58 1-2 inches outside rear.

Wheelbase: 168 inches.

Engine: Standard Steel Car Co., 8-cylinder; 3 1-4 inch bore; 5-inch stroke.

Ignition: Double; two spark plugs each cylinder.

Gear ratio: Engine to pump: 3.0 to 1, 4.8 to 1, and 6 to 1.

Type of drive to pump: Spur gear.

Pump: Type: Northern rotary; no air dome.

Displacement per revolution 1.00 gallons.

Gasoline tanks: Number: 1; capacity 30 gallons; gravity feed.

Height of center of suction above ground: 35 inches.

First test: Duration, 6 hours.

Lay-out of hose and nozzles: 2 lines, 2 1-2 inch hose, 100 and 450 feet; 1 5-8 inch nozzle.

Average nozzle pressure: 61 pounds.

Average discharge: 612 gallons.

Average net pump pressure: 122 pounds.

Engine speed, R. P. M.: 1940.

Pump Speed, R. P. M.: 647.

Actual displacement per revolution: 0.94.

Remarks: None.

Second test: Duration, 3 hours.

Lay-out of hose and nozzle: 1 line, 2 1-2 inch hose, 400 feet; 1-inch nozzle.

Average nozzle pressure: 104 pounds.

Average discharge: 301 gallons.

Average net pump pressure: 199 pounds.

Engine speed, R. P. M.: 1792.

Pump speed, R. P. M.: 371.

Actual displacement per revolution: 0.81 gallon.

Remarks: Pulsation on hose severe because of absence of air dome.

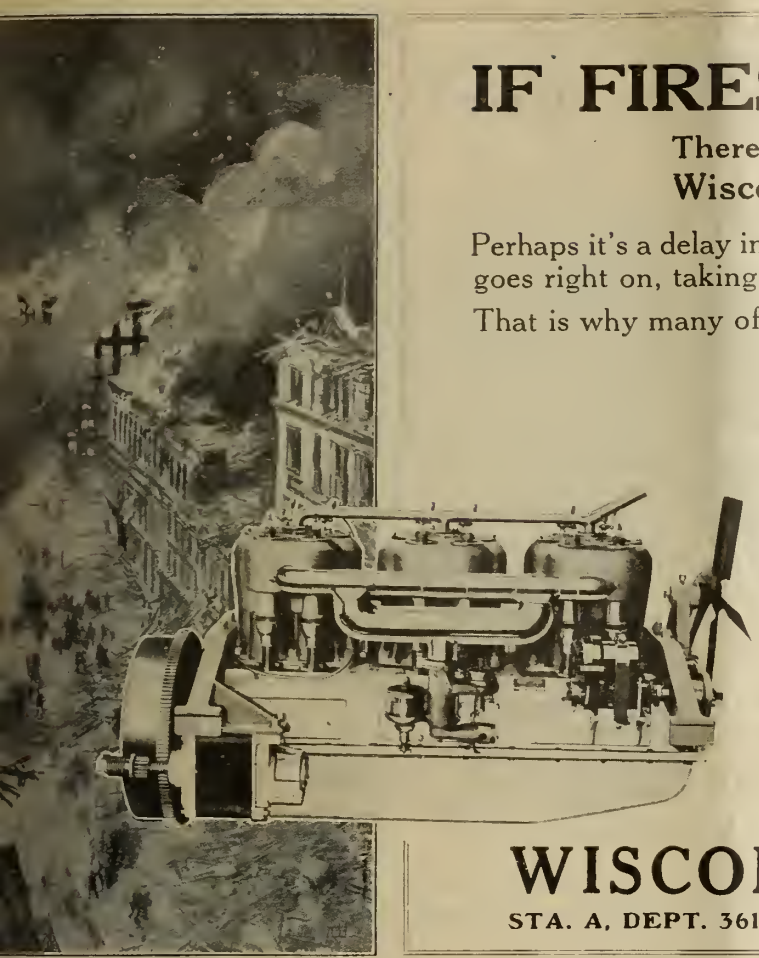
Third test: Duration, 3 hours.

Lay-out of hose and nozzle: 1 line, 2 1-2 inch hose, 400 feet; 3-4 inch nozzle.

Average nozzle pressure: 130 pounds.

Average discharge: 190 gallons.

(Continued on Page 26)



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Wisconsin CONSISTENT **Motors**

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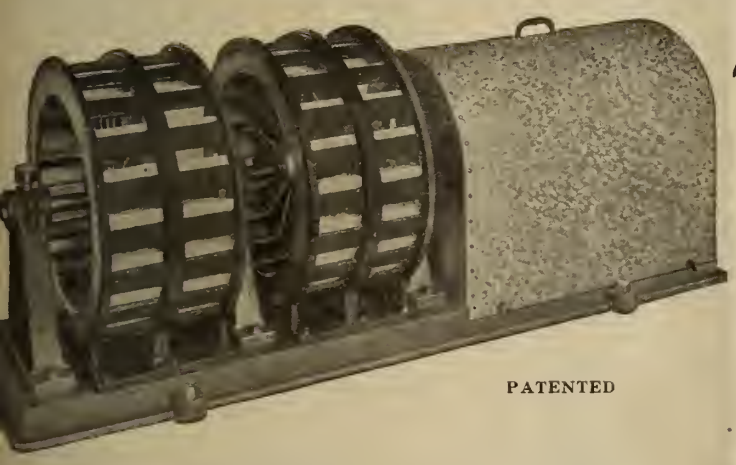

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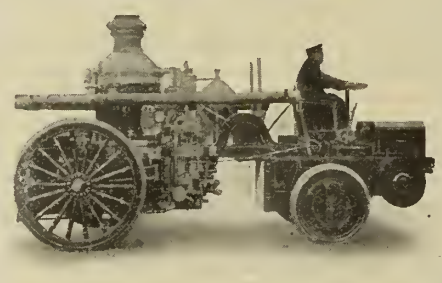
MANUFACTURING AND SUPPLY CO.

NCE 1861 DENVER, COLORADO

Eastern Agents, THE WOODHOUSE MFG. COMPANY, 64 W. Broadway, New York.

(Continued from Page 24)

Average net pump pressure: 249 pounds.
Engine speed, R. P. M.: 2566.
Pump speed, R. P. M.: 421.*
Actual displacement per revolution: 4.45 *gallons.
Remarks: Carburetter not adjusted for operation on 4.8 to 1 gear necessitating using 6.0 to 1 gear; engine speed excessive; impossible to put oil in crank case without slowing down motor.
* Estimated from engine speed; clutch probably slipping and figures incorrect.
Maker's name: The White Company.
Manufacturer's number: 75223.
Rated capacity at 120 pounds pressure: 600 gallons.
Rated capacity at 200 pounds pressure: 300 gallons.
Rated capacity at 250 pounds pressure: 200 gallons.
Type: TDC combined pump and hose wagon.



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Weight: Without men or hose, 7,780 pounds; on rear wheels, 4,610 pounds.
Tires: Type: Pneumatic cord. Size: 36x6 inch front; 38x7 inch rear.
Tread: 58 1-2 inches front; 65 1-2 inches outside rear.
Wheelbase: 157 inches.
Engine: Own make; 4 cylinder; 4 1-4 inch bore; 5 3-4 inch stroke; 8 valves intake; 8 valves exhaust.
Ignition: Dual; single plug.
Gear ratio: Engine to pump: 2.41 to 1; 3.03 to 1, and 5.103 to 1.
Type of drive to pump: Spur gear.
Pump: Type: Rotary with air dome.
Displacement per revolution 1.03 gallons.
Gasoline tanks: Number, 2; capacity, 25 and 5 gallons; gravity feed.
Height of center of suction above ground: 35 inches.
First test: Duration, 6 hours.
Lay-out of hose and nozzles: 2 lines, 2 1-2 inch hose, 150 and 450 feet; 1 5-8 inch tip.
Average nozzle pressure: 60.0 pounds.
Average discharge; 609 gallons.
Average net pump pressure: 121 pounds.
Engine speed, R. P. M.: 1930.
Pump speed, R. P. M.: 637.
Actual displacement per revolution: 0.95 gallon.
Remarks: None.
Second test: Duration, 3 hours.
Lay-out of hose and nozzle: 1 line, 2 1-2 inch hose, 450 feet; 1-inch tip.
Average nozzle pressure: 106 pounds.
Average discharge: 305 gallons.
Average net pump pressure: 207 pounds.
Engine speed, R. P. M.: 396.
Actual displacement per revolution: 0.77 gallon.
Remarks: None.
Third test: Duration, 3 hours.
Lay-out of hose and nozzle: 1 line, 2 1-2 inch hose, 450 feet; 7-8 inch tip.
Average nozzle pressure: 83 pounds.
Average discharge: 207 pounds.
Average net pump pressure: 260 pounds.
Engine speed, R. P. M.: 1658.
Pump speed, R. P. M.: 325.
Actual displacement per revolution: 0.64 gallon.
Remarks: None.
Suction lift: 8 feet 11 inches.
Gasoline used: 69 gallons.
Maker's name: The Stutz High Duty Fire Engine Company.
Manufacturer's number: 100.
Rated capacity at 120 pounds pressure: 750 gallons.
Rated capacity at 200 pounds pressure: 375 gallons.
Rated capacity at 250 pounds pressure: 250 gallons.
Type: C. combined pump, chemical and hose wagon.
Weight: Without men or hose, 12,355 pounds; on rear wheels, 7,945 pounds.
Tires: Type: Pneumatic cord. Size: 40x8 inches front; 40x8 inches rear.
Tread: 58 inches front; 69 inches outside rear.
Wheelbase: 175 inches.
Engine: Wisconsin make; 6-cylinder; 5 3-4 inch bore; 7-inch stroke.
Ignition: Dual; two spark plugs each cylinder.
Gear ratio: Engine to pump: 1.47 to 1; 2.55 to 1, and 4.79 to 1.
Type of drive to pump: Silent chain.
Pump: Type: Rotary, with air dome.
Displacement per revolution 0.95 gallon.
Gasoline tanks: Number, 1; capacity, 30 gallons; gravity feed.
Height of center of suction above ground: 40 inches.
First test: Duration, 6 hours.
Lay-out of hose and nozzles. 2 lines, 2 1-2 inch hose, 100 and 200 feet; 1 3-4 inch nozzle.
Average nozzle pressure: 70 pounds.
Average discharge: 761 gallons.
Average net pump pressure: 132 pounds.
Engine speed, R. P. M.: 1087.
Pump speed, R. P. M: 741.
Actual displacement per revolution: 1.0 gallons.
Remarks: None.
Second test: Duration, 3 hours.
Lay-out of hose and nozzle. 1 line, 2 1- inch hose, 400 feet; 1 1-4 inch nozzle.
Average nozzle pressure: 68 pounds.
Average discharge: 381 gallons.
Average net pump pressure: 215 pounds
Engine speed, R. P. M.: 1037.
Pump speed, R. P. M.: 407.
Actual displacement per revolution: 0.8 gallon.
Remarks: None.
Third test: Duration, 3 hours.
Lay-out of hose and nozzle: 1 line, 2 1- inch hose, 400 feet; 1 inch nozzle.
Average nozzle pressure: 135 pounds.
Average discharge: 343 gallons.
Average net pump pressure: 266 pounds
Engine speed, R. P. M.: 1042.
Pump speed, R. P. M.: 408.
Actual displacement per revolution: 0.8 gallon.
Remarks: None.
Suction lift: 8 feet 10 inches.
Gasoline used: 90 gallons.

Note

Discharge measured in U. S. gallons.
Gasoline measured in Imperial gallons.
Actual gasoline used in U. S. gallons.
Republic—74 gallons.
White—83 gallons.
Stutz—108 gallons.

The Minneapolis F. D. Band

One of the pleasing features of the Toronto Convention of the International Association of Fire Engineers was the Minneapolis Fire Department Band. It was the talk of the town.

It came on from Minneapolis with Chief Ringer strong in numbers, the men all in their fire department uniforms, their splendid musical instruments all polished up, and it attracted much attention in the cities through which it passed, advertising the name of Minneapolis in a way it had never been advertised before.

The Minneapolis band caught the fancy of Toronto. In the broad lobby of the King Edward Hotel the band showed up early on Monday morning and rendered a variety of airs both patriotic and sentimental, showing excellent training and discipline and as good an ear for music as you could find in any professional band in the country.

Out at the exposition grounds the Minneapolis band kept things lively for the Chiefs and for citizens of Toronto.

They gave a particular burst of energy when Atlanta had been chosen as the next place of meeting, rendering "Dixie," "Maryland, My Maryland," and other southern airs that seemed to be familiar to and well liked by the Canadians.

Chief Ringer received many congratulations upon this unique and valuable contribution toward making the convention a success.

"I am proud of the boys and feel that the band trip has been a wonderful advertisement for the city of Minneapolis," Chief Ringer said when he returned with his 4 firemen to Minneapolis. "We were accorded a wonderful reception everywhere we went and the boys made good."

The band, under the directorship of F. C. Myers, left Minneapolis on July 22. They played at Chicago, Detroit, Buffalo and Niagara Falls.

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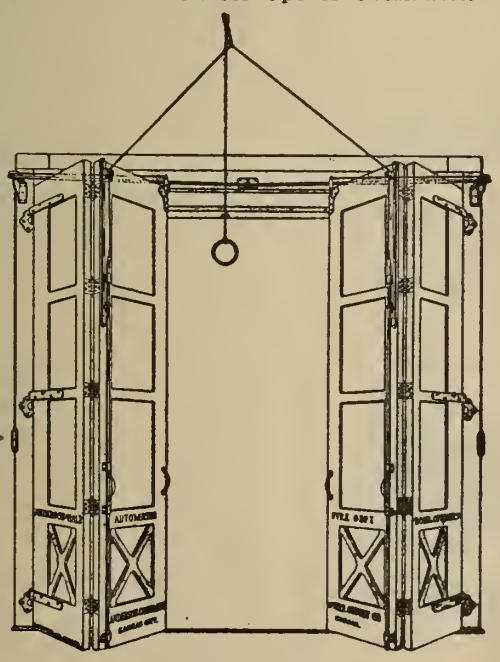

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OIL FIRES

Chiefs Committee Report Made to Convention at Toronto

Fires in oil refineries, storage stations and other places where petroleum or its products are stored, kept or used for any purpose, require a strict application of the first principle laid down in these papers, of isolating the fire and confining it to as small an area as possible.

All agencies known or devised for the controlling or extinguishing of oil fires must be brought into play — steam, firefoam, pumps, water, etc. The application of each one of these agencies requires special knowledge and must be utilized in a special way.

When a fire occurs in a plant, the first officer on arrival should immediately get in touch with the superintendent or other person in charge on the premises, to ascertain what action had been taken in using any or all fire extinguishing agencies available on the premises, in the meantime directing the stretching of hose lines to this or that point, as conditions may warrant, from which streams may be delivered instantly as required.

It is possible that the steam or firefoam when used may be successful in blanketing the fire and causing its extinguishment, but where this result is not obtained promptly, it is the duty of the fire officer to make a quick estimate as to the use of his streams, getting them into action without delay, for cooling or wetting down purposes at the fire-affected point or points in close proximity endangered because of radiated heat.

Fires originate generally in tanks, stills, filling and storage buildings, and are caused by spontaneous combustion, lightning, static electricity, flashing of vapors, leakage in equipment, carelessness of employes, etc.

Tanks are constructed generally of iron or steel throughout, except in some instances where the tops or covers are of wood; where the tops are of iron or steel the construction is much weaker than the lower plates comprising the tanks, for the purpose of liberating through its top any unusual force generated on the interior of the tank by explosion, etc., thereby preventing any rupture which would allow the burning oil to flow out of the tank.

In the construction of the tops of oil tanks, hinged doors or shutters are provided, which are assumed to open up and liberate any unusual interior pressure, and after the pressure has been dissipated may fall back to their original closed position and be the cause of a fire's extinguishment in the tank by cutting off of the air necessary for combustion.

The most serious hazard develops when a large oil tank is involved with fire, in that it usually communicates to adjoining tanks or other structures adjacent, by radiated heat or by means of liquid fire, which flows through a rupture in some part of a fire-involved tank, the quantity that may flow being governed by the location of the rupture, whether at a high or low point on the tank.

Where the home agencies, such as fire foam and steam, fail in their purpose, the heavy responsibility then devolves upon the officer in charge of the regular fire department to handle the situation in such manner as will prevent the fire's extension to other points, and his agency will be water, not as an extinguisher but only as a retarding influence, and keen judgment and foresight are absolutely essential by each and every man directing a hose stream.

One false move may mean disaster, especially in the improper direction of a stream of water.

Assume a tank involved with fire, its sides are intact, only the top having been ruptured by an interior explosion. Employes on the premises are using firefoam and steam and have large pumps in action drawing off oil from the tank and piping it to other tanks on the premises.

Hose streams are brought into action by the fire department, which should only be used in cooling down the side plates at all points of the fire-involved tank, or wetting down adjacent tanks to prevent ignition by radiated heat.

The skillful direction of the stream is necessary in that none of the water composing the stream enters the involved tank, as it may displace the burning liquid and cause it to flow out of the tank, or the water may be converted into steam by prolonged heat and bring about the same result by its expansion.

Where a tank involved with fire had a rupture in its side plates and burning oil was issuing therefrom, it would require entirely different action on the part of a fire department, in that the streams in sufficient numbers should be utilized in checking and diverting the travel of the burning oil in directions that would not endanger other tanks or structures, and for the purpose of accomplishing this result, the officer should decide quickly and send additional alarms to bring such companies to the scene as may be necessary to cope with the situation.

Fires in stills are of frequent occurrence and are successfully controlled by employes on the premises, who pull the fire from under the still and pump out the oil therein, as far as it is possible to do so

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Operated in conjunction with electrical alarm installations, or by steam.

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Union Water Meter Company
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what little remains is allowed to burn f out.

nder no circumstances should water a hose stream be directed on a still, he hazard may be increased by pro- ng serious ruptures in the metal s and allow burning liquid to flow efrom.

lling houses, wherein cans are filled sealed, also present a serious hazard, a fire gets beyond the control of the loyes on the premises, and the efforts fire extinguishing force should be di- ed in such manner that the fire will not nd out of the structure, by actual con- radiated heat, or by the water used he extinguishing operation. They are controlled by the placing of a cordon ose streams about the structure in- ed, to be used in wetting down adja- exposures and in preventing any flow urning liquid from the building.

any refinery, storage station or other e where large quantities of inflamma- oils are stored or kept, in tight con- ers or drums, especially of metal con- ction, it is absolutely necessary, where drums or containers are subjected to effects of fire, for even a short period me, that there is great danger of their ting, due to the expansion of the liq- and to prevent this condition a liberal ly of water should be directed on the ns or containers to keep them cool.

hile water is recognized as the best nguishing agent for fire, and is gener- distributed indiscriminately over a affected area with good results, it ld not under any circumstances be zed in the regular manner where pe- eum or its products in liquid form in containers are involved with fire, par- larly in oil storage stations or refine- etc.

nder no circumstances should any of water delivered from a hose stream be directed in this particular class of op- ions in such manner that the hazard be thereby intensified.

Let well enough alone," could on many sions be followed literally at an op- ion where the fire is liquid in charac- allowing it to burn out, using no wa- whatever, merely stretching and charg- lines, and standing fast as a precau- ary measure.

great responsibility is placed upon all department forces engaged in opera- at oil fires, from the highest ranking er to the member in the lowest grade, it behooves each and every man to be the alert and avoid any false move or roper action that would increase the ard. A wrong move with a forceful am for even a few seconds, or a blow an axe on a pipe or other equipment, ht be the means of developing a con- ration.

apors of petroleum products in confined ces present a greater danger than the id itself, and prompt action should be en in opening up doors, windows or lights to produce an air circulation.

full containers are less dangerous than se which are only partly filled, as no l exists wherein vapor may accumulate. carrying of the hand lantern, ordinar- used in fire departments, when lighted close proximity to any volatile inflam- ble liquid in open containers or which y have leaked therefrom, or which may e been by accident upset and scattered r a floor area or yard, is dangerous, as flash of vapor will ignite the liquid.

Where large quantities of oil are in- ved with fire, either in a building or n area, and it is necessary that some ion be taken to prevent its flow over a ater area, in addition to the use of eams, it is suggested that where any ans are provided or may be available, h as handbags, loose sand or earth, that

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for Firemen, Policemen and Others

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Models D, D-1, E and E-1 in stock, 4, 5 and 6 button

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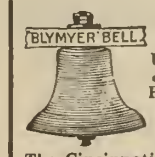

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The Cincinnati Bell Foundry Co., Cincinnati, Ohio

they be utilized in the formation of a dam to stop further flow of the burning liquid.

Inspections of oil plants should be frequently made by fire department officers, whether or not such plants are in or out of their immediate districts, for the purpose of obtaining information as to the layout in its entirety.

Where any special information is required, there should be no hesitancy in propounding questions to the superintendent or other person in charge, and any and all information so obtained should be promulgated for the benefit of all subordinates.

A suggestion is made that any oil plant or refinery is of sufficient importance to cause all officers to be assembled from time to time, and the line of attack decided upon in advance of the fire, and such special instructions as may be necessary could be given by the ranking officer to subordinates.

All companies operating in an oil plant or refinery involved with fire are at all times in extreme danger as to their personal safety, and officers should be on the alert to see that their position is such that they are not confined to only one avenue of escape when the unexpected circumstance develops.

Sensation of the Meeting

(Concluded from Page 16)

maining sessions. He later took part in discussion on reports.

Chief Kenlon bitterly attacked the Toronto press for their "garbled and misrepresentative reports." He contended that, regardless of the decision of his executive, he had the authority to appoint a clergyman of his own choice.

"I beg your indulgence for a few minutes to present a matter which I gladly would avoid but on which I cannot rema silent without disregarding my duty as man," said the New York chief in openir his speech.

He spoke without notes following tl presentation of the annual presidential r port.

"According to my prerogatives, I ma an appointment to open this convention. made another appointment through tl chief of the Fire Department of this cit for a reverend gentleman to officiate at tl memorial services. I did this in the spir of fairness and justice, thinking that one would think of objecting.

"I notified the local chief of my sele tion. He came back and told me qui frankly that he had made another sele tion. I did not know then that there w anything in our by-laws or constitution permit the local official to override tl president. Ater a passage or two alor this line I received a letter from a prom nent member of this association telling n that this was the Belfast of Canada ar that it might cause trouble for the chi of the Fire Department here if a clerg man of a certain denomination were s lected——"

"I rise to a point of order," shouted Western chief.

"I have the floor and I have the right defend myself, Chief O'Brien. Remembe this is being reported and will go out the public," returned the president. H went on heatedly:

"I have been attacked in the public pres of this city—misrepresented in many way It was given out to the press before I kne anything about it and long before I ha left New York.

"It was said that this was an Orang city and that feeling now was particularl high—an inference which should not b made in connection with such an interna tional convention as this. But I came alon with an open mind, still maintaining th my action was right. When I arrived he I found the papers full of it, garbled an inaccurate in every way. I went into a executive meeting, but it was beyond me. had already become the property of th world.

"There was some doubt as to my autho ity to make the appointment in questio and the clergyman, the archbishop, if yo please, withdrew.

"I was not intimidated. I was not angr or hurt nor am I easily frightened out such an affair," continued Chief Kenlo who stated that he had been driven to th defensive by the "offensive articles printe in the press of this city."

Pointing to the Stars and Stripes h cried: "I am an American citizen. I hav rights that no man can trample upon. came up from a land where pride is clippe and there is a loathing of wrong. That i what that flag means.'" (Cheers.)

"I have submitted this with reluctanc but I could not do anything else and re tain my honor as a man. I may lose th presidency, but I shall not lose my honor.

He then read his letter of resignation an closed with the dramatic gesture: "Now gentlemen, I am in your hands."

Bursts of cheering from his followe marked the close of the New York chief' utterance.

Thomas W. Haney, Jacksonville, Fla immediately moved that the resignation b not accepted.

"We all have our differences of opinio and many a man has disagreed with hi presiding officer. Chief Kenlon was elect ed president for a year by this organiza tion and I don't see why he should not fin ish his term," he said.

Chief Ringer moved that the resignatio be accepted and immediately two or thre arose as seconders. When the vote wa taken about equal responded to the "yeas'

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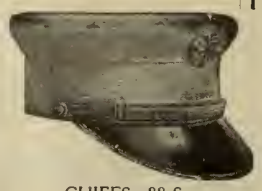

CHIEFS—88-S

"nays" and motion for the roll-call was d. Others demanded a standing vote, h, when taken, showed 135 for accept- and 108 against.

---

me of the jokes printed in the Cana- papers about the affair were as fol- :

eligious differences, after all, belong rally in a convention of fire-fighters. we understand it, most of the preach- are in the same business or at least in business of trying to keep folks away the scene of the conflagration."

Vith Lipton and Kenlon monopolizing front pages, race and creed issues would ar to be fairly prominent in the news- rs these days."

ire chiefs are so used to telling their to go to blazes that a disagreement or at the Toronto convention is only to xpected."

he visiting firemen should take a side- to Ottawa and see all the fireproof servants there."

July Shipments

rty-one pieces of apparatus were ped by American-LaFrance Fire En- Co., during July.

type 40 Pumping Engine to Tokio, n.

pe 75 Pumping Engines to Chesa- e & Ohio R. R. Co., Storm Lake, Iowa; on, Texas; Columbia, Miss.; Carroll- Ga.; Marshfield, Wis.; Portsmouth, O.; ston-Salem, N. C.; Fairfield, Ala.; Pa- Texas, and nine to New York City.

pe 38 Pumping Engines to Red Lion, and Yardley, Pa.

Type 34 Pumping Engine to San An- . Texas, and two to Dallas, Texas.

Type 31-6-65' Aerial Truck to Clarks- , W. Va.

pe 14-6 Combination Cars to Consho- en, Pa., and Dallas, Texas.

o Type 12 Pumping Engines to Prov- e, R. I., and two to Boston, Mass.

Type 40 Chemical Engine to Cam- e, Mass.

pe 40 Comb. with Junior Pumps to rd, N. H., and Kenova, W. Va.

Type 40 Combination Car to St. Ma- s, S. C.

Type 17-6-85' Aerial Truck to Syra- N. Y.

pe 75 Combination Cars to Paris, s, and La Porte, Ind.

Brockways

Type B-4 Combination Car to Pali- s Twp., N. J.

Type B-4 Hose Car to Tappan, N. Y.

Beer for Firemen

paragraph recently went the rounds e daily press stating baldly that the eshall Parish Council had received an nt from the Fire Brigade Committee 3 gallons of beer supplied to the local en during a recent fire; and no doubt numbers of unsophisticated citizens ined that the lot of a Coggeshall fire- was an enviable one.

e full story, however, takes the gilt he gingerbread — if such an expres- is permissible — as it appears that fire brigade, consisting of about a n men together with some eight help- were at work on this particular fire ten days, and certainly 23 gallons be- n 20 men for 10 days does not repre- an unreasonably large allowance of A simple arithmetical calculation ch we have had carefully checked by a ber of the staff in order to ensure that rror has crept into our figures) shows as nearly as possible each worker con- ed one whole pint of beer per day. Not of a ways gooze after all! — The man, London, England.

Gibraltar Trousers
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Don't be fooled

When you buy "Gibraltar" Uniform Trousers for less than "other kinds" and they wear you longer, look better and give you more satisfaction we are assured of your future business and good will; and, you have practiced true economy and used good judgement.

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FIRES IN THEATERS

Report of Committee Made to the Convention of I. A. F. E. at Toronto

The subject of fires in theatres and the necessary action to be taken in the operations of the fire department on the scene is of most importance, owing to the great life hazard involved; much depends upon the judgment of the first officer to arrive in charge of the forces who have responded on an alarm from a building of this occupancy.

Provisions for the maximum element of safety to theatre audiences can only be assured by buildings properly constructed and especially equipped; experience proves that one of the most important factors in safeguarding audiences against fires in theatres is to provide positive and sufficient means of ventilation over the stage area, where a fire at any moment may develop and spread with frightful rapidity.

By properly constructed and equipped buildings is meant that the structure be of fireproof material, provided with ample exits and aisles, suitable to the seating capacity of the house, which will afford means for the safe and prompt egress of an audience in case of fire or other emergency; a fireproof curtain to protect the proscenium opening arranged to lower automatically by the burning or cutting of a hempen cord and retaining qualities in its construction that produce a fire stop in preventing fire's extension or the heat thereof from entering the auditorium; curtain to be in proper condition for immediate use at all times; a standpipe system with hose lines attached at various outlets to be provided with adequate water supply; automatic wet sprinkler system to protect every square foot of the stage and all other parts of the structure except auditorium.

Automatic ventilators over the stage to be of an area not less than one-eighth of the stage area, the mechanical construction to be such that they will be certain of operation, even when snow or ice is present in the winter season. Only in extremely rare cases are ventilators found over the area occupied by an auditorium, from the fire hazard standpoint. However, ventilators are necessary, and should be similar in construction to those over the stage. Where ventilators are installed over auditorium the hazard to life will be decreased, as they will liberate and check the accumulation of smoke and gases in the auditorium, allowing more time for persons to escape from a fire involving the structure. The same care would necessarily be required in installing ventilators over an auditorium as is now exercised in installing ventilators over a stage.

Telegraphic communication should be provided in all places of amusement for the purposes of communicating alarms of fire or other danger to the fire department direct.

Despite all possible protection which may be afforded by design, construction and equipment in buildings of this occupancy, there is always present the grave danger of panic, and the records of almost every theatre holocaust shows that the critical moment determining the fate of an audience has been at the instant following the first indication of any incident or circumstance that would imply that a fire had originated on the premises.

Constant inspection should be maintained by a fire department to minimize the possibility of a fire occurring in theatres and to see that all protective devices equipment and structural parts are in proper working order at all times.

In any locality where it is customary to detail a uniformed fireman to theatre during performances, such detail should have experience and known ability to act with good judgment in cases of unusual emergency, which will materially add to the safety and protection of an audience.

In the event of an alarm of fire being received from a theatre during the period in which a performance is in progress, the first officer to arrive should size up the situation instantly, but give first consideration to the life hazard, in that the operations of the force should be carried on in such manner as to prevent even the loss of one life, but where this result is not obtainable, because of conditions that are beyond the department's control, then the operations shall be so governed that the loss of life will be reduced to a minimum.

Assume a fire on a stage during the progress of a performance; the first officer arrives and what should he do? The au

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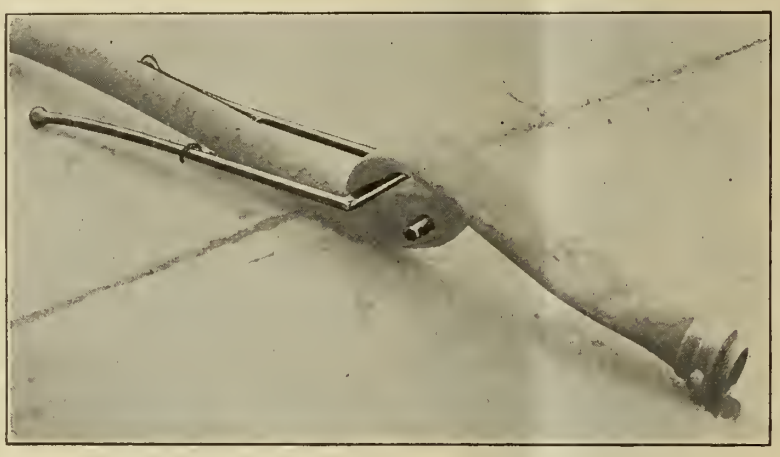
A TOOL MADE FROM HIGH GRADE ELECTRIC STEEL

CHIEF HOSE CLAMP

Saves time and worry. Avoids accidents. Can be carried in belt as easily as an axe. Never fails to work.



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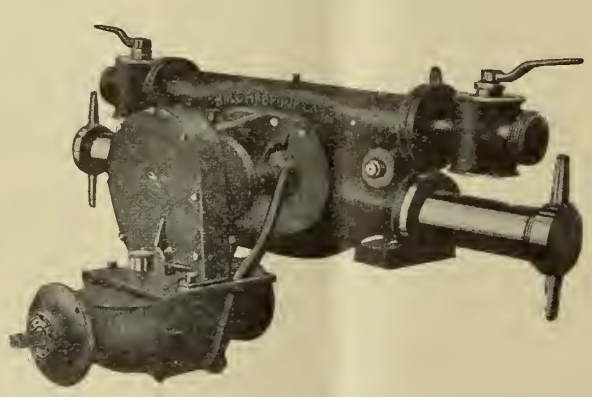
Capacities based on *Actual Tests* and not on theoretical calculations.

Sizes from 100 to 600 gallons per minute.

All HALE PUMPS can be equipped with the



HALE AUTOMATIC RELIEF VALVE

which operates positively at any pressure without adjustment. Opens quickly - Closes slowly and permits shutting off of discharge without danger to pump or motor.

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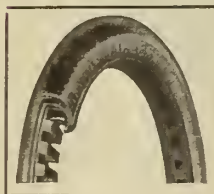

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THE BROWDER LIFE SAVING NET

FIRE CHIEF CUMMINGS SAYS. "As yet we have not had occasion to use your Life Saving Machine, but I am confident it will do the work successfully when needed."
W. B. CUMMINGS, Chief, Fire Dept., Atlanta, Ga.

No fire equipment is complete without a Browder Net. Write for Free Illustrated Booklet.

THE CORY-PATTERSON CO., 202 Jeff St., Greenfield, Ohio

ıce are making their exit from the ding by the various exits while the fire ›urning on the stage.

he first point that should be considered any officer where this responsibility de- ›es upon him would be to see that the ›ective curtain in the proscenium open- was lowered to provide a stop against passage of fire, heat or smoke into the itorium proper, and where possible, to whether ventilators over stage are ›ing their purpose; all doors opening n stage into auditorium are closed.

Vhere should the first line or lines take tion? It depends upon conditions. Has curtain operated properly, or is it ac- ly operating as a stop? If not, first s should be taken into the auditorium the purpose of checking the spread of into the auditorium, and pressure above ordinary working pressure will be re- ›ed for effective results; the prosceni- opening is now protected and lines ıld be sent to rear to operate through r or doors opening on stage.

Members of truck companies to be de- ›ed in assisting persons from the prem- and in making a search to discover ther any person in a fainted state, or n injury or other conditions, may re- e removal or assistance from the prem- ; whether hose lines should be connect- to siamese connection for supply to nkler equipment depends upon the gment of the officer, who should esti- e the intensity of the fire, as to whe- sprinkler delivery would be more ef- ive than a nozzle stream, but where involves the stage, it is necessary to nect a hose line or lines to sprinkler— nese connection.

uring the period in which the audience making their exit from the premises, e lines should be stretched in such ner that their line of travel will not delayed or confusion created.

n connection with the operation of en- e companies at fires on the stage, it uld be remembered that its area is roximately 30 feet by 60 feet, with a ght of 80 feet, and that within such e is a large quantity of highly com- ible material, in the nature of stage perties, portable and suspended scene- and drop curtains extending to the grid ted near the roof.

would be well to consider the fire ex- uishing value of the water delivered in tream, where it is operating at ordi- y working pressure of 35 or 40 pounds, a fire on a theatre stage with a height 30 feet.

ow many operations have been carried at theatre fires where the pressure at nozzle was increased above the aver- working pressure by the first lines ng positions?

would be safe to say that they were in number, and the failure to get a am with an effective range of delivery he beginning of the fire might possibly ount for the total loss of the greater ıber of this type of structure.

o obtain effective results at fires on the ge in theatres, it is absolutely essential a nozzle pressure of sufficient power uld be provided, that all points may be ered by the stream, and where the fire gained headway it should be directed ard and frequently changed in direc- , so that the water will be distributed ween the various pieces of scenery and p curtains at the highest points. In rying on any operation on a theatre ge, officers must be on the alert as to ıry to men by falling counterweights,

ires may originate in places other than the stage, such as the auditorium, bal- y, gallery, property room, carpenter p, under stage or in one of the many ssing rooms, and what action should be

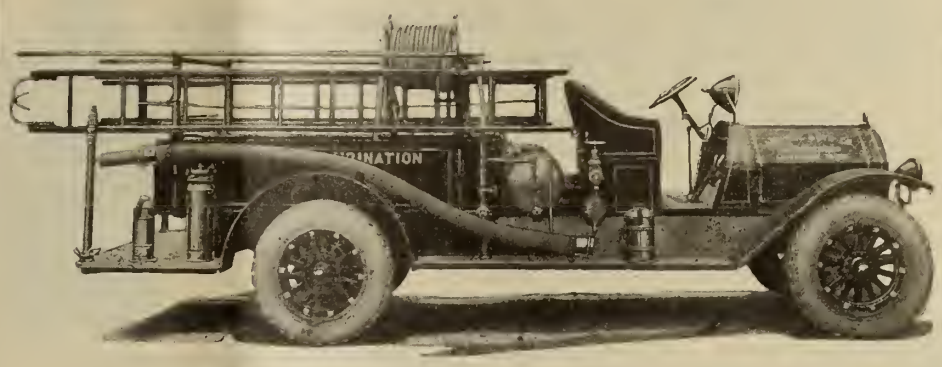
THE LUVERNE

SIX CYLINDER MOTOR FIRE TRUCKS

Model No. 5. CHEMICAL AND HOSE COMBINATION

Model No. 6. TRIPLE COMBINATION 350-500 Gal. Pump

MAXIMUM VALUE MINIMUM PRICE



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A high grade and thoroughly practical TRIPLE COMBINATION suitable for large cities as well as for small towns.

It will travel over any roads, and will carry 1000 feet of hose and 12 men in addition to the regular equipment.

The pump will draft water from a reservoir or take it from a hydrant and will deliver 350 gallons per minute, at high pressure.

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Rochester, Pa. — Finance Commission has been given authority to act with the Comptroller in disposing of bonds to buy fire trucks.

Hempstead, N. Y. — Purchase of 600 feet of fire hose at a cost of $1.35 a foot authorized.

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FIRE HYDRANTS

Frostproof and Foolproof.
Closes with water pressure.
Leakproof even if broken.
Always Ready for Action.

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More Than 10,000 in Service Giving Satisfaction in 2,000 Fire Departments

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Any nozzle that allows water to escape from the hose, is often considered "good enough." Larkin Nozzles are properly constructed. They're made of the best possible material and are tested to 250 pounds pressure before leaving the factory. Easy to keep tight because of their correct construction. They will positively give an efficient stream until entirely worn out.

Buy Larkin Nozzles and specify them on new apparatus. You will receive Shut-off nozzles that are known and guaranteed to be the most efficient and best constructed nozzles made.

Let Larkin Nozzles solve your nozzle troubles. Send for descriptive circular.

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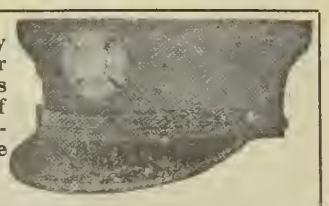
Fire Dept. Supplies of Every Description

Caps of any style for chiefs, officers and men of fire departments. Write for prices.



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Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.

SAMUEL EASTMAN CO., Concord, N.H.

Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

River Falls, Wis.—New alarm is needed.

STERLING ELECTRIC SIREN

The Alarm That Gets Action
The Best for Truck Use and General Fire Signals. Write Now for particulars.
INTERSTATE MACHINE PRODUCTS CO., Inc.
60 Allen St. Rochester, N. Y.

Miami Beach, Fla. — City may convert south store of city hall building into fire department headquarters.

"Certainty of Movement"
GUARANTEED ON
COUPLE GEAR
ONE MAN LADDER HOIST
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taken by the officer in comand of the fire fighting force on the scene must necessarily be governed by the fire's location and the extent to which it may endanger the audience.

A fire under a stage may possibly call for similar action, as regards its extension from the stage to the auditorium, and again the construction enclosing this part of the building under stage may be of a character that may confine the fire to its point of origin; a carpenter shop may be within the confines of the theatre proper or may be separated therefrom by fireproof or non-fireproof material; property rooms may be situated in a location similar to a carpenter shop; dressing rooms jeopardize the stage as a general rule.

No fixed rule can be set up as a standard to cover operations for extinguishing fire in places other than on the stage, excepting that the fire hazard must receive the first consideration at any cost, but it is absolutely essential for each and every officer, where the life hazard is of such magnitude, to fit himself in advance of an actual fire with a full knowledge of the construction and layout of each building of this type, so that hose lines may be promptly placed in advantageous positions.

Theatres constructed along modern lines fully equipped with fire extinguishing appliances, tank on roof, automatic sprinklers, automatic ventilators, fireproof curtains, and having an experienced fireman detailed to the theatre during performances, are perhaps the safest place in a great city, and certainly provide more safety against the fire hazard than does the average home, factory or commercial building.

Report to I. A. F. E. Convention

Automatic Sprinkler Equipments

Automatic sprinklers have been devised as an agency for extinguishing a fire in its incipient stage, or in checking its spread and generally accomplishes this result successfully.

The different systems in use are similar as to principles, except for variations in the manner by which they are brought into actual operation when a fire occurs.

As a rule, water is supplied from gravity or pressure tanks on the premises, but in some cases waterworks furnish the supply and in others they are dependent exclusively for supply on fire department hose line connection.

The wet system, in which water is delivered from the sprinkler the moment it fuses, is in general use at the present time and has stood the test of time fairly well.

Regardless of the position of the head its deflector will prevent the water supply from reaching the ceiling beams or floor boards above it; therefore, in this respect it is perhaps not quite as effective as the head constructed without a deflector, from which water is projected at upward angles which will cover ceiling, floor boards and beams above.

Dry pipe systems, usually installed in buildings which are unheated during the winter season, and in which the supply main and all its branches are without water, depending upon compressed air to prevent the water flow from a supply tank have been found unreliable, because of the uncertainty of the operation of the control valve. A delay must necessarily follow the operation of a dry valve, because of the necessity of the water flow dispelling the air pressure before the water reaches the outlets of the fused heads.

The system in which the pipes are dry but in which compressed air is not used, is more dependable, effective and speedy in operation, as the release of a trip valve allows water to flow freely through the system.

An exclusively dry sprinkler system has n installed in some localities, to cover ements and sub-basements, and this is instance where supply is furnished exsively by fire department hose lines.

An alarm is received from a sprinkler lding, and on the arrival of the first ofr it is essential that rapidity of action sound judgment be exercised in handg the operation whether fire is present not.

During business hours it is probable that le difficulty will be had by the officer in rge in locating the cause for the alarm, the necessary information is usually obned from some person on the premises.

During the hours when business is susded and doors locked, great responsibildevolves upon the officer, for on his ac and judgment in handling the situation govern the amount of property loss.

The alarm may be false, or fire may be ning in some part of the structure, with external indication that such is the case, where these conditions prevail the acties of the department should not be ved down, but a prompt search of the icture should be made, with a view to covering fire or the location of a burstead or pipe in the system, and the shutg off of water flowing unnecessarily refrom.

At times considerable difficulty may be in locating the shut-off valve on supmain, but a tracing of the ceiling nches will as a rule lead to its location, one is present on the floor; in other es the shut-off valve may be found dily under tank on top floor and in oth on basement floor; occasionally it is nd in an adjoining building. It is good ctice to get in touch with superintend, engineer or other person employed on premises for information as to the lo ion of the shut-off valves, as the prompt tting off of the water will prevent conerable damage.

It is important that drain valve in the tem also be opened promptly to mini e the quantity of water that will flow ough opened heads.

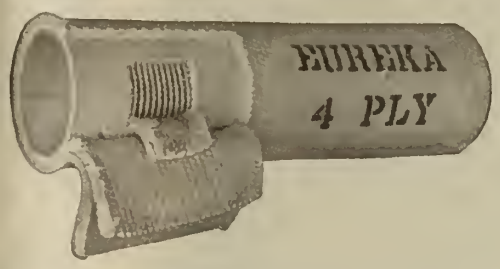
No officer should under any circumstan, except in one instance, totally disred the use of sprinkler equipment where sent in a building involved with fire, but ether the first hose line should be conted to the system depends upon condiis prevailing at the moment.

For fires in cellars or sub-cellars, equipwith an exclusively dry system, the t hose line should be utilized in the orary way to extinguish the fire or in preting its extension, and without delay a e line should be connected to siamese nection for sprinkler and water started; econd line should be attached to supply inklers, when it is available; this method operation insures that a supply of wa is delivered through fused heads at nts in cellar or sub-cellar, which it uld be impossible to cover by any other asure because of heat or smoke.

For a fire in a (sprinklered) building of inary height, the first hose line should ays be used in combatting the fire in regular manner, and whether a line or es should be attached to the system deds upon the extent of the fire.

Where it has got beyond the control of sprinklers and involved an area in ich the number of heads fused would uire a water supply in excess of what hose lines would deliver, good practice icates that this is the one condition, and only one, which would justify an officer not connecting hose lines thereto.

For a fire in a (sprinklered) building of usual height, on or above the fifth floor, first hose line should be connected into system and water started, and where iditions appear threatening, a second se line should be promptly connected.



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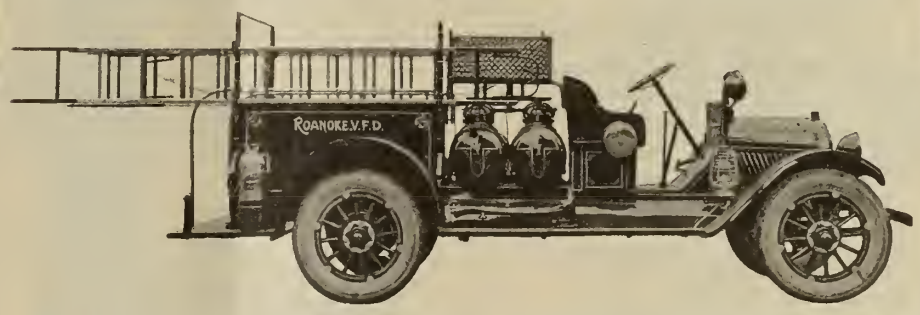

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Buffalo Chem. Fire Ex. Co. 68 Carroll St., Buffalo, N.Y.

Louis Klein 1213 Wilson Drive Dayton, Ohio

Seattle, Wash. — Fire Chief L. Stetson is asking an appropriation to purchase furniture for three new fire stations.

Greenport, N. Y. — Vote will be taken on $2,500 for apparatus.

Millville, N. J. — The city commission authorized Safety Director Bennett to buy a pulmotor.

New Castle, Pa. — Replacement of horse-drawn by motor apparatus is under way.

The NO-WORRY HOSE

C. C. C. Fire Hose is made from start to finish in the C. C. C. factory, thus insuring dependable hose that every Chief should have. Made in knit or woven, single or double jacket, on your specifications, also on approval list of National Board of Fire Underwriters.

Hose made from special selected grades of long, staple cotton. C. C. C. hose has won out in the largest as well as the smaller Fire Departments, solely on merit, price and specifications. None better made at the price.

C. C. C. FIRE HOSE CO.

CANTON JUNCTION MASSACHUSETTS

No. 89
The CAP with the Non-Breakable Visor

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STANDARD UNIFORM CAP OF NEW YORK FIRE DEPARTMENT
For the Commissioner, Chief, Captain, Lieutenant and Private.
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Specify
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ALL HOLZENTHALER STANDARD BRAND CAPS ARE UNION-MADE and Guaranteed as to Quality, Workmanship, Style, Fit and Durability. Order by name — Holzenthaler — and be sure you are getting the Best. Write for Catalogue, Price List and nearest Agency. If your local Hatter can't furnish this cap write us direct sending his name.

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Is 200% Better
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Than any other make, brand, kind or style of Fire Hose heretofore produced, regardless of price.

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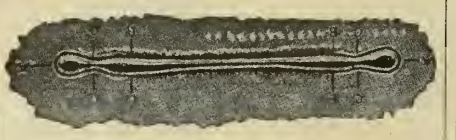

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Kenmore, N. Y. — Bond issue soon to be voted for improvement and extension of fire alarm system and new equipment for the fire department.

Akron, Ohio. — Council has adopted an ordinance providing for a bond issue of $11,500 for repairing and equipping two fire stations.

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In the meantime, another part of the force could be carrying hose into structure for use at standpipe outlet.

Where a building is fully involved with fire and jeopardizes an adjoining structure or structures in close proximity thereto by radiated heat, an officer should be on the alert to anticipate the possible extension of the fire thereto and be prompt in taking such action as may be necessary to cope with the situation.

Under the circumstances just described where any of the endangered structures are provided with automatic sprinkler equipment, it should be clear to all officers that an especially effective agency in preventing the fire's extension is immediately available, and there should not be the slightest delay in connecting hose lines and starting water on any exposure so equipped. The protection afforded would be of inestimable value, in that the sprinkler heads that fuse will instantly assure a water distribution at a real danger point and possibly prevent the ignition of contents or structural parts of the building, or act as an effective retardant against the fire's spread where ignition does take place.

Another condition can be referred to wherein the judgment of a capable officer could be exercised and result in a substantial decrease in property loss.

Where a building is involved with fire and sprinklered risks are in close proximity thereto, although the radiated heat may not be of sufficient intensity to be a hazard to adjoining exposures, it is suggested that all officers make a careful estimate of conditions, particularly as to the possibility of sprinkler heads fusing in nearby exposures and where the estimate would lead to the conclusion that such was the case, immediate entrance should be gained to the structure and proper examination made on all floors, and prompt measures taken to shut off all water flowing unnecessarily; information regarding circumstances of this kind should be promptly transmitted to the officer of any salvage corps present.

Any officer connecting hose lines to sprinkler system should exercise care in ordering pressure on the system, and it is suggested as good practice that it does not exceed 25 pounds per square inch at the floor level where water is to be delivered.

Where a house pump is connected with a sprinkler equipment it should, whenever the necessity arises, be utilized promptly in augmenting the water supply to the system.

Quick action, when fire conditions permit, is absolutely essential in shutting off supply valve and opening up drain valves; water flowing unnecessarily for even a few seconds may result in thousands of dollars in property loss.

"Rotten, Dirty Hole"

Angel Island, San Francisco, where the immigrants arriving by way of the Pacific are housed in large numbers, was declared a fire trap and health menace by members of the Congressional Committee on Immigration who made a tour of inspection.

"It is a rotten, dirty hole, the worst I have ever seen," said Representative Isaac Siegel, who has been a member of the committee three years and has visited all the receiving stations maintained by the Immigration Department.

"A fire trap," was the comment of Representative John C. Kleczka.

The Congressmen visited the island primarily to inspect forty-two Japanese "picture brides" who arrived on the Shinyo Maru.

The buildings in which the immigrants are housed are of wooden construction. Two men remain on guard at night.

About Tubs

A veteran Fireman John Marks tells the nes that its informant who spoke of the ckport handtub G. F. Burgess as being sister of hand-tub Niagara of Bruns-k, was mistaken. The Burgess was the er machine of hand-tub Gen. Berry of ckland and was known, before being ught to Maine, as the S. C. Bancroft of abody, Mass. These were the only two s made of this pattern.

Tub Gen. Berry went from Rockland to st Providence where it was renamed tchemoket and later was taken to a n in New York state and is, it is under-od, soon to be returned to East Provi-ce as a sporting machine for the vet-n firemen of that town.

The Watchemoket at the muster in New lford in 1911 made the remarkable play 233 feet, 11 1-2 inches, being only the f-inch behind machine Hancock of ckton. At this muster Mr. Marks was New Bedford and one of the men on the kes when the Watchemoket made her at play. The play-out was in Button-od Park.—Bathe, Me., Times.

"Never a Strike"

Thirty-seven of the 38 eligible members the Lima, Ohio, fire department have nified their intention to join the Inter-ional Association of Fire Fighters, af-ated with the American Federation of bor, and the charter is expected to ar-e within a week, according to Lieut. H. tchaw, of Toledo, who arrived to organ-the local firemen.

Temporary officers elected to the organ-tion are as follows: Captain Harry Taf-ger, Co. No. 1, president; Lieut. Clar-e Morrow, Co. No. 5, secretary; August bber, Co. No. 1, treasurer.

Capt. Harry Tafflinger, temporary presi-t of the new organization, said the or-ization of the firemen should not be sidered by the public a result of the ary controversy now up in the city coun-but is a move which has been consider-for a long time.

Lieut. Matchaw said that so far as he ws there has never been a firemen's ike in Ohio and pointed out section two the by-laws to uphold his contention t the calling of strikes is not the policy the organization.

The section follows: "Sec. II. It shall be deemed advisable to strike or take ive part in strikes as our position is uliar to most organized workers, as we formed to protect the lives and prop-y of communities in case of fire or other ious hazards."

Section one of the by-laws sets forth the ects of the organization as follows: "The ects of the association shall be the estalling and encouragement of a high-degree of skill and efficiency, the culti-ion of friendship and fellowship among mbers and the maintenance of proper nuneration for duty performed and the vation and improvement of moral, intel-tual, social and economic conditions of members."

Chief of Police O. J. Roush is authority the statement that organization of the lice department has never been consid-d.

Safety Director Fred Fisher, when in-viewed regarding his opinion of the sit-tion, declined to make any statements publication until he has made a thor-gh investigation. He said, however, he es not blame the firemen for wanting an ganization and if it is shown after in-stigation to be one which they can enter ter taking the oath required of them en they are employed by the city, he has thing to say. — Lima, O., News.

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Leggins made on friction stock and double coated rubber. 28 inches inside seam. You sew overalls or trousers in them. $3.00 F. O. B. Boston C. O. D.

Nighthitch stiff top boots, knee length, $6.50. Storm King, above knee, $8.50.

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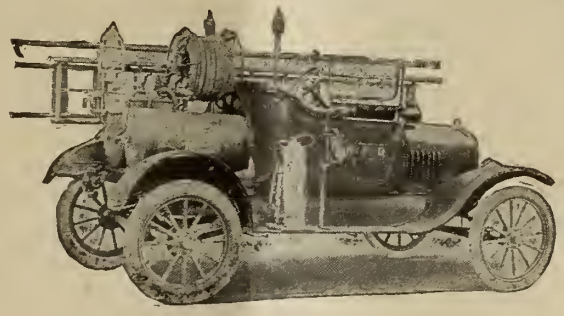

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The Prospect Mfg. Co.
Prospect, Ohio

Birmingham, Ala. — Fire station will be erected by city; John H. Tylor, Commissioner; 2 stories; 50x170 ft.; $100,000.

Carthage, N. Y. — National Paper Products Co. has organized fire brigade and will buy apparatus.

FIRE COLLEGE EXTENSION COURSE AND SUPPLEMENT TO FIRE DEPT. PROMOTION EXAMINATION INSTRUCTION

By Acting Deputy Chief James W. Heffernan, N. Y. F. D. Illustrations by Fredk. Lehman, N. Y. F. D. Engineer. Contains the official New York Fire College questions and answers in the course given to assist Firemen to pass the civil service examination for promotion to Lieutenant (65 ques. and ans.). It also contains the following Supplement to "Fire Dept. Promotion Examination Instruction": N. Y. Fire College Company School Evolutions, revised to Sept. 1, 1919, with all evolutions described and fully illustrated by drawings. Drawings of every tool in use in the New York Fire Dept. Answers to most recent N. Y. City examination questions for Deputy Chief, Battalion Chief and Captain (3 sets for Captain), (with drawings), by Acting Deputy Chief James W. Heffernan, who in examinations for four different ranks always made the highest mental averages. Answers to most recent set of examination questions for Lieutenant, by Deputy Chief George J. Kuss. Most recent examination questions for Asst. Chief, Deputy Chief, Battalion Chief, Captain and Lieutenant in Newark, N. J., Philadelphia, San Francisco, Seattle, Chicago and Milwaukee. About 250 pages, 7 x 10, and about 200,000 words. Contains over 150 illustrations never before published. This book does not duplicate any of the contents of "Fire Dept. Promotion Examination Instruction," but adds everything worth while adding since that book was published in 1916. Paper, $4.00; mail, $4.25.

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GUARDING MAINE FORESTS

System of Fire Wardens That Has Spread to Other States

Forest Commissioner Forrest H. Colby sent out a communication to all chief fire wardens of Maine informing them that we are at the beginning of a season when fires will cause more or less destruction to the forests of the state.

"The extent of this loss depends upon weather conditions and also upon the effectiveness of the forest fire protective system," says Commissioner Colby.

"This system has been in force several years. Each season sees improvements and we trust that the coming year will see further development.

"The chief fire wardens have been selected and commissioned after conference with those interested in Timberland protection throughout the State. You are the men that have the confidence of those who are vitally interested. Let no man abuse this trust.

"Have the watchman in the lookout station communicate with some one by telephone at least twice each day that you may be sure the man is alive and that the telephone is working. A station without telephonic communication is useless. Instruct the man in case he is unable to get telephone communication to start out on the line and find the trouble. If he is unable to repair the same have him keep on traveling until he comes to some place where he can get into telephone communication with you and receive instructions.

"Instruct the watchman in so far as you can, in the care of the telephone instruments and line. It is always well to have extra batteries at the station, a pair of climbing irons if the line is high above the ground, and extra wire, insulators, etc.

"Instruct the watchman as to the telephone connections in the locality, who to notify in case of fire, etc.

"The system of forest fire lookout stations which was started in Maine has extended over the country. It seems to be an effective way to controlling forest fires by discovering them at their start and getting men to the place before they become unmanageable. The system should be improved and extended and all measures taken to make each station effective.

"An adequate supply of tools for fighting fire should be kept in convenient places in each chief warden's district. The tools should be well housed and collected after use and they should be used for no other purpose than that of fighting fire. If your district is not properly equipped please notify this department at once.

"A limited number of patrolmen are undoubtedly necessary in each district when the woods are in a dangerous condition. The men who are appointed on recommendation of the chief wardens must be capable woodsmen, and men who can be of practical use.

"They should wear their badges so that those who travel the woods and meet them will know that the forests are being patrolled and that infringements of the fire laws will be prosecuted. They must keep accurate reports on the blanks furnished them and make prompt return of the same to this department and the chief warden of the district.

"Do not overdo this matter of patrols but when it is necessary put on some good men who will do some good work.

"It is important that each section be well posted with fire notices that those who travel in the forests may read and remember. The work can be done by patrolmen. Do not allow a deputy warden to run up against an uncalled for bill in this work.

"This department is fully aware that the men on the ground are better acquainted with conditions than the Forest Commissioner can possibly be. He will rely upon the chief wardens to set the lookout men and patrolmen at work when in his judgment it is necessary and to continue them as long as in his judgment it is necessary.

"He will hold each chief warden responsible for the protection in his district. No man should be put on patrol or on lookout stations without being commissioned by this office, and notice must be given to the office when men are placed at work or taken off."

A striking instance of the efficient service of the fire observers under the Forestry Division of the Massachusetts Fire Marshal was recorded recently, when the observer in the Nobscot Hill tower called the Marlborough fire department by phone and informed it of a brush fire of considerable proportions on Waltham street. Though the tower is eight miles distant the observer directed the department to the exact spot of the fire on the easterly side of Waltham street near the Magrath estate. It proved to be a stubborn fire and the department was three hours in subduing it.

Overloading Light Motors

At various times a tendency has been in evidence, even in this country, to overload light motors built for other purposes when adapting them for fire brigade service. The result is never satisfactory, and cannot be so, in the nature of things, because a chassis designed to carry a load of twenty or twenty-five hundredweight has no reserve of strength to deal with the stresses caused by the conveyance of an extra weight of perhaps two tons, or even more, including the crew.

Fire Service, of New York, publishes an article from a correspondent in Japan bearing on this subject. An American company sold to the Japanese a large number of pleasure car chassis, and in Tokio "the entire paraphernalia of a hose wagon has been placed upon more than thirty of them. Of course, the weight is too great for the chassis and the machines are breaking under the strain." — The Fireman, London, England.

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FIRE SERVICE

TRENTON PLATOONS

Bound to Come Anyway, So What's the Use, Says Mr. La Barre

The Times of Trenton, N. J., says:

Director of Public Safety LaBarre will t oppose the adoption of the two-pla- on system for the Trenton Fire Depart- ent, which was requested at the City mmission meeting by the firemen.

Discussing the adoption of the system . LaBarre stated that as in 1915, he did t believe that the two-platoon system uld give any greater efficiency, nor bet- fire protection, but that the trend of e times was toward the adoption of the stem, and that the firemen were justified asking for the measure.

Mr. LaBarre pointed out that all cities New Jersey, except Trenton and Plainfield, have either adopted the system or have provided for its adoption.

In view of this situation, the local firemen are certain to become dissatisfied later if the system is not granted to the men, is the opinion of the Director. The adoption of two-platoon systems has been provided for by a law passed in 1915.

"The matter does not have to be submitted to a referendum," Mr. LaBarre said, "if the Board of Commissioners favor it."

A conference on the matter, which was presented to the Board by a committee of the firemen, of which W. J. Burkhouser was the chairman, will be held by the Commission.

INDIANA'S MANDATORY PLATOONS

Bill Signed by Governor Goodrich August 4 Affects About 20 Cities

Gov. Goodrich of Indiana signed on Aug. he measure compelling the establishment the two-platoon system in fire depart- nts of cities exceeding 15,000 popula- n.

The Governor said that he signed the o-platoon bill with the understanding at the firemen will not oppose an amend- nt at the 1921 legislature extending the e for the act to take effect until July 1921.

Under the provisions of the act all cities more than 15,000 population are com- led to institute two platoons in their fire partments. Officials of several cities told Governor that they will not have ough revenue to establish the new sys- n by the first of the year, but that it ld be accomplished by July, 1921, as y will be able to make a levy this year anticipation of the new expense.

The Governor said that he took the mat- up with Senator Alfred Hogston of Ma- n, who introduced the two-platoon bill in Senate, and obtained his consent to the roduction in the next session in Janu- of the amendment calling for an ex- sion of time until July 1. The Gover- said that Burr Hamilton of Marion, sident of the state organization of emen, agreed to the amendment. A del- ation of Indianapolis firemen who wait- on the executive shortly before he sign- the bill, also declared the amendment ceptable.

Among the bills rejected by the Gover- were two pertaining to the establish- nt of the two-platoon system. One was nate bill 371, which was introduced by nator Hogston early in the session. It ovided that the two-platoon system uld be compulsory in "all cities and wns."

When the two-platoon system is estab- hed in the Indianapolis fire department, will be necessary to add about 158 ad- ional officers and men to the fire force, ich now numbers 380, John C. Loucks, ief of the department, said.

This will mean an addition to the fire rce pay roll, which amounts to $655,297.- a year. Mr. Loucks said the police pay roll runs about $850,000 or about 380 officers and men.

Chief Loucks said that it would be better to put into operation the two-platoon system during the summer than in the winter, when the department is naturally short of men due to illness, and is more liable to meet serious emergency situations.

In an editorial Aug. 5 the Indianapolis News said:

"In signing the two-platoon fire department bill, Gov. Goodrich took the final step in a campaign which had been waged with some spirit for a year. The firemen are virtually of one opinion on the question.

"Public opinion in many cities throughout the state has long favored some plan whereby firemen would be enabled to enjoy more home life and be relieved of the strain of constant attendance upon their duties. The granting of a larger number of days off duty from year to year is an indication of the trend of opinion in most cities.

"The operation of the bill is held in abeyance by the agreement of those most vitally concerned, and an amendment is to be introduced in the next general assembly which will provide that the act shall not take effect until July 1, 1921. This will enable the cities to make the necessary financial arrangements without disturbing their present plans, and will give the heads of fire departments in cities over 15,000 population, to which the bill applies, time to reorganize the personnel of their departments. In view of the precarious condition of many city treasuries the Governor was justified in suggesting the postponement.

"The bill practically revolutionizes the status of firemen in all cities of over 15,000 population. It places them on a level with other public servants as regards their hours of work and their family life.

"If properly administered, the new law should also result in increasing the efficiency of fire departments, especially as to their work in making inspections with a view to preventing fires, and in the long run it should lower fire insurance rates to such an extent as to justify the expense.

"The measure is, furthermore, a help in encouraging continuous public service. The fact that there was only slight opposition to it justifies the experiment and speaks well for its success."

The following cities in Indiana were given by the last census as having over 15,000 population:

Anderson	22,476
East Chicago	19,098
Elkhart	19,282
Evansville	69,647
Fort Wayne	63,933
Gary	16,862
Hammond	20,925
Indianapolis	233,650
Kokomo	17,019
Lafayette	20,021
Logansport	19,050
Marion	19,359
Michigan City	19,027
Muncie	24,005
New Albany	20,629
Richmond	22,324
South Bend	53,684
Terre Haute	58,157
Vincennes	155,195

London's Platoons

It has been decided that all men enrolled in the brigade after 19th December, 1919, are to work in shifts equivalent to 12 hours a day and are to have one day's leave in seven, and that, when attached to fire stations for practical instruction in fire extinction work, &c., they are to attend at the station for 9 or 15 hours respectively, and to live out; that, on the introduction of the shift system, the men are to be placed in shifts with regular members of the brigade; and also that men in training classes being established in the brigade districts and headquarters are to attend for their instruction, to live out and to work in shifts. — Fire, London, England.

"Missed an Opportunity"

British motor fire engine manufacturers have missed an opportunity in Japan. Two years ago, Japanese experts visited Europe and America for the purpose of studying fire prevention methods and apparatus. The result of their visit has been the placing of orders in America for thirty motor fire engines. The large 1,000-gallon motor pumps of America were preferred to the 500-600-gallon British types. British manufacturers have not made sufficiently known their willingness and ability to supply motor fire engines of any capacity desired to meet conditions and requirements abroad. —Fire, London, Eng.

Harbor for Lake Calumet

The Harbor Commission of Chicago's City Council is considering plans for a large industrial harbor at Lake Calumet, which would form a link in the "Lakes to Gulf" waterway. The project includes 93 acres of water area for the harbor, a central basin of 471 acres, 14 miles of water frontage and 14 huge slips. A belt line railroad having connections with 15 railroads would surround the harbor.

A "Wet" Fire

Coggeshall Fire Brigade has been pilloried in the daily press and a municipal weekly for consuming twenty-three gallons of beer, at a cost of 5 pounds 15s., whilst working at a big seed warehouse fire for ten days. We fail to see the joke. — Fire, London, Eng.

URBANA'S FIRE PROBLEM

Casting About for Some Way to Evade the Two-Platoon Mandatory Law

The Democrat of Urbana, Ohio, July 23, said:

Two plans are being considerd by Safety Director P. J. Schneider for the disposal of the problem that faces the city of Urbana, as the result of the recent law that requires all cities maintaining fire departments, to install the two-platoon system, in those departments. Urbana, so far, has not installed the system, due to the fact that the city hasn't enough money to pay the salaries.

One of the plans that the Safety Director has in mind is being considered since he and Fire Chief Donovan, who is held responsible for the installation of the system, met with the firemen in the city building.

At that time the firemen agreed that they would waive all claims to the double platoon system, providing that they would be given an increase in pay.

Friday morning the safety director wrote to Attorney General Price, asking him if the city would be within its legal rights under the new law not to install the system if the men waived their rights to it. Several other cities have solved the problem of the double platoon system in this manner, but Safety Director Schneider wants the opinion of the attorney general on the proposition before he takes any steps to see what can be done here about it, as the council must give its consent and furnish the money for the increase in salaries.

If the attorney general rules against the proposition, or if the council cannot see its way clear to grant the money for the increased salaries, there is only one alternative that the city can take. That is to abandon the fire department on North Russell street and to move the men and equipment there to the central department in the city building.

This course of action was followed recently in Bellefontaine, where the city abandoned its west end fire department, although admittedly at a great increase of danger from fire in that end of the city, to which the railroads sometimes cut off access, due to the freight trains that often stand on the crossings.

Such condition would result here if the city is forced to abandon the north ward engine house, which was established in order that the fire department there could reach fires beyond the railroads without having to wait for the crossings to be cleared. If the two departments are combined it would also mean that the factory district of the city might be imperiled in case of fire on account of the streets which lead to that section being blockaded by trains.

It will be necessary, however, for the two departments to be joined into one if the first plan of the safety director is not successful. Even with all the firemen in one department, it will mean that there will only be three men on duty each day to take care of all the equipment and man both trucks.

The safety director and the fire chief have a splendid little problem to struggle with, which they are trying to solve in a way most advantageous to the city and the men.

The recent tip which the firemen gave them that state aid was provided for cities that had no money to install the system was found to be wrong. Letters to Representative Clyde Hooley, Senator Busby, and Representative Julius Luchsinger, the author of the law, elicited the information that no provision for state aid to the cities affected by law was ever passed by the legislature.

DIED AT TORONTO CONVENTION

Remarkable Tribute by Home Paper to the late Chief Moriarty

Michael J. Moriarty, for thirty years chief of the Lewiston, Me., fire department, died while attending the Toronto Convention.

Mr. Moriarty was born in Pittsfield, Me., June 12, 1860 and came to Lewiston when very young. He was appointed fire chief on March 12, 1890, and held the office continuously, building up the department to a high state of efficiency and gaining a reputation as an executive and fire fighter that extended beyond the limits of Maine.

He was organizer and founder of the Lewiston Firemen's Relief Association and was, at the time of his death, president of the Maine State Fire Chiefs' Association.

He was interested in military affairs as well as in fire fighting. He was captain of Co. I in 1898, during the Spanish War, and went with it to Chattanooga, where it was prepared for active service had the war department so ordered; and he retired from the national guard with the rank of major. The Lewiston Journal said:

"Chief Moriarty was a man to be reckoned with. He had tremendous force of personality and power.

"He was chary of speech, kept out of the public prints, attended solely to business; had authority over men, commanded respect of the public and had the confidence of the property owner as a man of the best of judgment and of unbounded fearlessness and decision, in crisis of his affairs. Many never knew him and many therefore considered him unapproachable. He offered no truce to anyone except in the line of his work. He attended to that and that alone. But he was at heart most gentle and kindly and considerate of men. He expected results, but not at expense of men.

"It goes without saying that Chief Moriarty knew his business. Thirty years as a chief engineer could not fail to educate so bright and receptive a man.

"He always attended the sessions of the Chief Engineers all over the continent and he kept up with modern methods of fire-fighting by constant attention to the latest inventions and to a study of them in the great cities. He brought up the Lewiston fire department to a position and a reputation among authorities that added much to the value of property in this community and saved us much in insurance rates. Mr. Moriarty was one of the big assets of Lewiston in this respect.

"During his service we have had no conflagration—speaking in the proper sense of the word. The greatest fires have been really small ones in his experience.

"The Wade & Dunton fire was one of the best examples of his strategy in a fire that might have swept the city. This he stopped where it really began. The City Building was burned on Jan. 7, 1890, about two months before Mr. Moriarty was made chief.

"The thousands of fires in wooden buildings and fire traps of all kinds that the Chief has stopped, are the best tribute to his wonderful ability as a fire chief. Thirty years of practical and acceptable experience in Lewiston are commentary enough on the ability, the diplomacy and the skill of this remarkable man."

The Late Chief M. J. Moriarty

"Right and Wrong Methods"

Fire Service,
New York.

Gentlemen — In your leading editorial of the July 24th issue of Fire Service, you quote me in such a way as to give the impression that I am opposed to the two-platoon and favor the continuous service system for fire departments, which is not true.

Nothing I have written for publication can be justly construed as having such a meaning.

I have published a great deal in opposition to some of the methods adopted to obtain the two-platoon system, but I have not opposed the adoption of that system, which is now the only existing system that is suitable for full paid force fire departments.

The methods which I have opposed are those which have done more to prevent than to secure the adoption of that system, and have delayed its general adoption a decade or so.

The methods I have favored are those which secured its adoption wherever it has been adopted. It was not until better and more successful methods were taken up by the ablest and most influential of firemen that the two-platoon system began to be generally adopted. That is the method I have favored in all my writings as "An old time writer on firemen's topics."

The methods I have opposed never have and cannot secure the adoption of the two-platoon system anywhere. Without public and local newspaper support it is impossible for firemen to obtain anything of importance, with possibly a few unusual exceptions. The methods I have opposed have been opposed by both the press and public times without number to the detriment of the two-platoon system.

H. H. Easterbrook.

Newton, Mass., July 30.

THAT LIFE PRESIDENCY

How Ideal Man "Prevents Improper Things Being Said" at the I. A. F. E. Conventions

The New Jersey State Chiefs' Associa-n, at its recent semi-annual meeting, animously adopted a resolution endors-President John Kenlon of the Interna-nal Association of Fire Engineers for election as president at its Toronto con-ntion this month.

New Jersey chiefs and firemen know the nefits derived from re-electing a capable sident. The state firemen's association that state, organized 40 years ago, has d but one president, its present incum-nt, Gen. Bird W. Spencer of Passaic. at organization has had enacted more rs for firemen of that state and has ac-nplished more for firemen in various ys than any firemen's association in ex-ence today.

The firemen's associations of this coun- that are the strongest, have the most luence with the public and have accom-shed the most, are those that do not elect new president every year and when they an unusually good one, keep him for a ies of years. They select their presi-nt for his fitness for the position and not cause he is a good fellow or the next in e for promotion.

A new president every year has about same detrimental effect on a firemen's ociation as a new chief every year has a fire department.

No firemen's association has suffered re from electing a new president every ar than has the International Associa-n of Fire Engineers. It has not had a lly good convention presiding officer in eral years. This may have contributed decreasing attendance of chiefs at re-t conventions.

Many make excellent chiefs who are fail-s as presiding officers. Only very few ke good presiding officers. They are rn, not made.

An ideal president keeps things moving an interesting way, prevents improper ngs being said and done, and keeps in-est at the maximum point all the time. is has been unknown at most chiefs' ventions in recent years.

The principal work of the president of a emen's association is not at its conven-ns but between conventions and in ar-ranging proper and interesting programs for conventions, selecting the best of their members for committees, and the ability to find and assign the best men for prepar-ing papers for an approaching convention. The preparation of an interesting program for a convention is often a big proposition.

The chiefs' association has had only a few such presidents, the most notable being its first president, Chief John S. Damrell of Boston, also Chief M. S. Humphreys of Pittsburgh, who is one of two presidents the association has re-elected. The only other one re-elected was Chief W. R. Joyner of Atlanta, Ga., who served three terms, the first in 1887, when the convention was held at Atlanta, and in 1903, when it was held elsewhere.

During its first years the association elected as its president the chief of the city where the convention was held and which prohibited chiefs of smaller cities and all towns from holding that position. This system was a great detriment to the organization and its conventions as it has been to all other firemen associations that adopted it.

The association broke away from this custom with the first election of President Humphreys at Charleston, S. C., in 1900. Only two exceptions were made before then, at the first convention in Baltimore in 1873, when Chief Damrell was elected, and at its third convention in New York in 1875, when Chief Eli Bates declined the position and Chief A. C. Hendrick of New Haven, Conn., was elected.

Fire Service opposes Chief Kenlon's re-election for reasons that are all absurd.

Its second objection is because it claims that President Kenlon is opposed to the two-platoon system. Now that is only one of many questions the chiefs' association has to consider.

We agree that it should have considerd it better and more thoroughly than it has. Its president should not be elected or defeated because of his opinions on the two-platoon or any other single question. Some of the ablest and best chiefs have opposed the two-platoon system. This is too narrow a reason for serious consideration.—Firemen's Standard, August 1.

APPEAL TO REFERENDUM

How Firemen of Decatur Will Overcome "the Empty Safe"

The Review of Decatur, Ill., says:

The city firemen are carrying along their ns for asking the people of Decatur to e on the double-platoon system for the department.

They must first circulate petitions to the blic asking the city council to call a cial election to vote on the proposition. ese petitions require over 3,000 names the men, having felt out public senti-nt some, feel they will not have the st trouble in getting the signers. In t, many people have come to the firemen d volunteered their services in circulat- the petitions.

One of the veteran members of the de-rtment made a statement in regard to situation.

"The situation on the department now is ting serious. Under the proposed wage n, a new man is not apt to start on the partment and remain long when no in-cements are offered to stay and pay is good elsewhere. Also, older members feel that their time of service is not appreciated and do not care much whether they remain on the department or not, considering the number of good eight-hour jobs there are.

"There is one thing which causes the firemen to remain on the job more than anything else and that is most of them feel we owe something to the people of Decatur. We do owe the public something. Nowhere are the firemen treated in finer manner than the people of Decatur treat us. We owe them something but don't feel we owe the city council anything.

"One of the council members says we only had the seniority scale of pay one year. That is incorrect. We have had a scale for many years, for over twenty years, I believe. It was simply graded further a year ago by this same council. Formerly it was in two grades only. Now the council proposes to knock out all grades. Also, under the new ordinance, they will raise the pay of a new man, just starting in, $35 a month, and the older men will receive a raise of only $15 a month."

Again comes the old bromide of "the empty safe." The Review of Decatur, Ill., says: "We simply cannot, at this time, install the double platoon system in the Decatur fire department," said Commissioner John F. Mattes, in whose department the firemen are employed. The city cannot possibly stand that much additional expense when we are straining every nerve to make it possible to cover the absolutely necessary expenditures which are largely increased because of the water impounding problem. The members of the council appreciate the situation but to add so largely to the expense of the department now is beyond our power. Personally I should have preferred to have had a scale of pay which would have shown variation based on term of service. Not a great difference need to have been made but I believe a small recognition for time spent in the department would have been a good feature to have put into the salary schedule. But the double platoon plan, with its add men and increased pay roll, is impossible at this time. We haven't the money."

In an editorial the Herald of Decatur, Ill., says: "With a special election for the purpose of placing before the people a proposal for inaugurating the two-platoon system in the Decatur fire department becoming daily more probable, it is increasingly apparent that the city council made a bad bargain in denying the firemen the graduated salary scale they expected. It is not likely that the proposal submitted to the voters would carry. Decatur's burdens are already too heavy. But the expense of the election alone in all likelihood will equal and perhaps exceed the additional amount in the fire department appropriation that would have been necessary to grant the demands of the men in full. If the firemen are determined and persistent in their campaign, they will not lack for the 3,000 signatures on their petition for an election. The city will be obliged to meet the cost of the election, and regardless of the outcome, it will have sacrificed something of that fine loyalty and spirit that has been an invaluable asset to the fire department. A heavy penalty, that, for the disregard of a principle that commends itself by reason and justice. It is not an answer to the proposal for increased pay for experienced men to say that some of the new men are better than some of the old ones. If there are inefficient men among the older members, the logical thing to do is to eliminate them, rather than penalize all of their fellows. How are these valuable new men to be induced to remain in the service if there is no prospect of promotion for them, no greater reward to be expected even after years of service during which they will become more proficient in their profession and more valuable to the organization? It is unfortunate that the salary ordinance was passed without calmer deliberation of this feature, but even now reconsideration, if it is possible under the law, would be applauded as an act of justice and a step that will mean a saving of money to the city in the long run."

Power from Mussel Shoals

At present forty cities in Alabama, several car lines, 35 coal mines, many cotton mills and graphite mills, and others are operated by 90,000 horsepower available from the Coosa development; but with the completion of the dam at Muscle Shoals there will be available 830,000 hydro-electric horsepower. Construction of this dam has so far progressed that bids have been received for installing electrical apparatus to produce 120,000 hydro-electric horsepower, which is one-fourth of the total power available at this point.

FIRE SERVICE

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"Fooling Them Again"

Gee, but they do hate to do anything for the firemen — the bosses, we mean, the powers that be, the politicians who appear to regard firemen as their natural enemies.

Even when the people order a thing done for the firemen, the politicians ignore it. They try to forget it. They have owned the firemen so long that they hate to think the firemen have slipped out of their grasp.

Look at New York City where they promised to have the two-platoon system over a year ago and where it is not yet fully installed and will not be until next winter. New York State crowded two-platoons down the throat of the New York fire department, and the department is still fighting valiantly against this "outside interference" by postponing the reform as long as possible.

The same is going on in Jersey City. The politicians there staved off platoons as long as possible until finally the people insisted that the system be adopted. This was done at the election in November of last year, when the two-platoons was carried by a majority of over 10 to 1, there being 31,220 votes cast in favor of this reform.

You would think that that would settle it, for we are being continually informed that this country is "ruled by the people," that "the people's will is law" and similar bunk handed out by politicians proclaiming they are merely the humble servants of "the people" and desire only to do their will.

But it is a notorious fact that nobody has so much contempt for "the people" as these same politicians. The people roar at them, and the politicians say "Let them roar." They don't care what the people want so long as they can hold their jobs.

Moreover they regard the firemen as larger children, a kind of imbeciles too ignorant to know or insist upon their rights.

The politicians think that they can fool both the people and the firemen some of the time and most of the time if not all of the time. But they will find now that they are mistaken. The day of ignorant firemen not knowing their rights has passed.

Firemanic Editors

The fire paper to be got out by the Chiefs Association seems to have gone up in smoke since the Toronto Convention.

This was an ambitious project conceived by Chief Kenlon to put all rival fire publications out of business and to see that the New York fire department got the praise that it deserved. It was to be published, however, with money from the Treasury of the I. A. F. E. contributed by the insurance interests.

This publication was to illustrate some new theories of journalism. It was to be run not on journalistic but on firemanic lines.

The office was, of course, to be in New York after Chief Kenlon had been elected for life President of the I. A. F. E. The Editors were to work on the Continuous Service system, and the editorial rooms were to resemble an engine house, with beds for Editors, and the rules posted up on the walls from day to day.

These Editors, in uniform, were to line up, click heels and give the Prussian-West Point salute as the Chief, frowning, entered every morning and proceeded to the quarter deck, there to reign in majesty. From this throne edicts were to issue from which there should be no appeal. Whenever he said anything new "standards" were to be fixed for the whole firemanic world. Discussion of anything was not to be tolerated and even suggestions were to be frowned upon.

When asked what he was going to put into his paper all Chief Kenlon said was "Statistics and information." But it was rumored that an early issue would contain a large portrait in three colors of the President of the I. A. F. E. "suitable for framing," with enough new "standards" in every issue to beat the band.

The unfortunate events at Toronto are supposed to have put a quietus on this ambitious project. The money left in the Treasury would only run the outfit for a couple of months and New York has not become popular as a place for its publication seeing that most of the officers are from other cities.

Bunk for Chiefs

Our friends the underwriters were inconspicuous at the Toronto convention of the I. A. F. E,, having perhaps been scared off by the searchlight threatened to be thrown upon them, but they were not altogether absent.

One of them in addressing the Fire Chiefs abandoned the raw patriotic bunk which the Fire Insurance Trust has always previously handed out at Chiefs Conventions as an explanation of its philanthropic efforts, and went off on a new tack, endeavoring to entice the Chiefs into the study of high finance.

He made the positive assertion that no fire insurance company in the United States was at the present time paying dividends of more than 4 to 5 per cent on its common stock. As you can now buy in the open market gilt-edged securities yielding 6 to 7 per cent, it will be at once seen that this statement should have excited the sympathy of the Chiefs for the fire insurance companies, who imply that they are in the business simply for love of country and are making great sacrifices on the altar of patriotism.

And furthermore the statement of the insurance man at the convention was true as we have since ascertained by an examination of the facts.

But he failed to state that the common stock he referred to was all water. In other words, by fire insurance legerdemain, large quantities of worthless paper marked "Common Stock" were by the payment of these dividends, made to have a value of about 75 per cent of par.

It is a notorious fact that starting a fire insurance company is one of the most profitable of get-rich-quick schemes. The premiums coming in soon begin to pay dividends, no matter how small, on stock that previously existed only in somebody's imagination, and on the strength of these dividends the banks will accept this so-called stock as collateral and give you the cash.

Can you beat it?

Remarkable Model

A miniature model of a motor propelled steam fire engine, which is on exhibition in the window of Ackermann's Union street drug store, is attracting much attention from passersby, for while it is but three feet long and weighs less than 300 pounds, it can accomplish anything on a small scale which the mammoth engines of the Lynn fire department are capable of doing, and close observers have noticed that it is perfect in every way, even to tiny wicks in the lanterns hung upon the sides.

The little engine is not modeled after any particular type of engine, but represents, in the opinion of its designer and maker, Robert D. Lyon of Timson street, the finest steam fire engine in the world by reason of the installations of inventions of Mr. Lyon, with which no other engines have yet been equipped. In addition it combines the best points of all engines now in existence.

The steam unit is triple expansion, an idea never before applied to steam fire engines. The large over suction pipes are laid over the rear wheels out of the way of the engineer when working at a fire.

Mr. Lyon sold out his interest in business in New York City eight years ago and came to Lynn. He has been making models ever since boyhood, and is now at work on a model of the B. & M. Atlantic type locomotive. Four years ago he made a complete model of Chemical 4 on Lewis street.

Mr. Lyon entered the New York fire department repair shops on West Third street when 15 years of age and worked as a machinist for nine years, thereby acquiring his knowledge of fire apparatus. He has had quite a varied career, having been a sailor, fireman, locomotive engineer and comic and grand opera singer with the original Connia Metropolitan Opera Co. of New York.

The engine is constructed entirely of brass and steel. The gasoline engine is a four-cylinder type and upon lifting the hood one finds that it is wired and all ready for business. Every oil can and lantern that is found on a real fire engine is in its proper place. Even a coal scoop and other utensils that the fireman uses have been supplied.—Lynn, Mass., Item.

PLAN BONUS FOR FIREMEN

Novel Plan Being Considered by Sioux City Chamber of Commerce

A plan providing for the payment of bonuses to firemen of Sioux City, Ia., through popular subscriptions is being worked out by the Chamber of Commerce. Under the proposed bonus system, the firemen will receive an additional monthly payment until their new scale of wages goes into effect in April, 1921, or until the city gives them a raise, if it should come before next April.

The amount of the bonus has not been definitely fixed, but it is understood it will be in the neighborhood of $25 a month. The Chamber of Commerce has taken no action since the matter was referred to a committee some time ago. It is expected the committee will report within the near future.

So far as could be learned the Chamber of Commerce does not plan to pay the bonuses out of its general fund, but simply sponsor the movement and assume the burden of raising the money.

"No definite action will be taken in the matter until a report is made by the committee now considering the plan," said William Holden, secretary of the Chamber of Commerce. "According to the plan, the firemen would be given a bonus through popular subscription until the city is in such financial condition that it can assume the increased wage scale."

A. L. Galinsky, a member of the Chamber of Commerce, has been an outstanding figure in the cause of the firemen in their long battle for higher wages. Time and again he has appeared before the council to urge the city fathers to boost their present salary of $125 per month.

The last time he appeared before the city's legislative body, he produced figures to show that the city pays its fire fighters less than any business firm in the city pays its employes. This is in the light of the fact some firemen have been in the employ of the city for more than 10 years, he pointed out.

Mr. Galinsky at that time also volunteered to raise funds by subscription to "pay the firemen a living wage" until the council raised their wages. The mayor, however, has been a stumbling block for the fire fighters. In every instance, he has opposed an increase in their salaries, arguing that the city treasury was not sufficient to cope with the boost.

"AN ANTIQUATED SYSTEM"

Rejoicing at Lafayette, Indiana, Over the End of Continuous Service

The Courier of Lafayette, Ind., says:

Lafayette's adoption of the two-platoon system in its fire department January 1, 1921, as required by the law enacted at the special session of the legislature in July, will not mean a doubling of the expense of maintaining the department as many believe.

According to present estimates, it will not take more than ten more firemen here to operate the department under the two-shift system. The members of the department are rejoicing over the enactment of the new law, for it means their release from an antiquated system of working hours that means practical slavery.

Lafayette, along with practically every other city in the state, has always had the one-platoon system in its fire department. This means that the men are on duty twenty-four hours a day. They sleep at the stations and are never at liberty save at meal hours and on one day a week when they are off duty. This makes the work of a fireman onerous and deprives the men of the recreation that workingmen in every other form of employment enjoy.

The two-platoon system will mean two sets of firemen, one for day duty and another for night duty. It is likely they will do as the policemen now do and alternate each month, the set of men that works days one month going into night duty the following month.

Frank J. Bonner, city controller, and Benjamin O'Connor, chief of the fire department, are now working out the new schedule. They expect to have it completed inside of a few days.

When the city council adopts the annual budget in September for 1921 the extra expense that will be occasioned by the adoption of the new fire department system will have to be taken into consideration.

It is estimated that about ten men will have to be added to the present force of twenty-eight men in the department. Five houses are operated.

At the present time extra men have to be carried on account of one man being off each day in the week. This will be done away with under the new system and the extra men will become regulars.

The extra expense to the taxpayers, it is said, will not be heavy. If the ten new men are employed at the present salary of $100 a month, this would mean an extra item of $12,000 to operate the two-platoon system. It is likely, however, that even this figure may be cut down.

The city authorities were planning to put the two-platoon system into effect January 1 on their own account and many other Indiana cities were getting ready for the same thing.

The enactment of the law, however, makes the new system compulsory in all cities except those having a population of less than 15,000. The present cost of the Lafayette fire department annually is approximately $30,000.

CHICAGO'S TRAINING SCHOOL

Details of System Put into Operation in the New Institution

Fighting fires in Chicago is to become more of a science and less of a haphazard game, as the result of drills to be given in a new training school for officers and subordinates just opened at 720 Sebor street.

The central idea is to standardize the system, with all companies and members drilled alike, so that each man will know exactly what he is expected to do in a given situation under any officer. Heretofore officers have drilled their men more or less on plans of their own, which was not conductive to harmonious team work throughout the department.

Daniel J. Carmody, formerly chief of the first battalion, 59 East South Water street, is the drillmaster. He has been connected with the department for nineteen years.

The school was suggested by Chief Carmody. He took the matter up with the mayor, who approved the plan. Money was appropriated and the old Sebor street repair shop was transformed into training quarters.

"In standardizing our system we have thirty different drill stunts," Mr. Carmody said. "The training will enable us to determine which branch a man is best fitted for — truck, squad, engine or fire boat—or whether he is fitted for the work at all. Every new recruit will be drilled for thirty days, or longer if necessary.

"We have drills for assistant marshals, battalion marshals, and for captains and lieutenants. During the next thirty days all new men in the department will report here for training. All will be put through the paces for thirty days.

"Companies will also report here for company drill, and on two days each week there will be lectures by assistant marshals and battalion marshals on rules and regulations, discipline, fire prevention, methods of fighting fires and many related subjects."

The school is in session from 9 a. m. to 2 p. m. every week day, and instruction is given in handling ladders, scaling walls, manipulating lines of hose, rescuing victims, etc., on a uniform basis that will tend to greater efficiency. The courses are to be directed by the best drilled officers in the department.

Supervision of the school is in the hands of a board consisting of the drillmaster, fire marshal and first assistant fire marshal. This board will select and assign the lecturers. The course will be attended by the 2,400 men of the department.

Edward Kirchberg, 104 North State street, and Frank Swenie, chief operator of the fire alarm telegraph and son of former Fire Marshal Denis J. Swenie, have offered prizes of silver cups for various district competitions, and similar offers are anticipated from other sources.

New Firemen's Game

Jet Ball is essentially a firemen's game, played by two sides of 7 or 14 firemen each, the ball being 4 feet in diameter and composed of a rubber bladder within a waterproof canvas cover. The game consists in propelling the ball by one-half-inch or five-eighths-inch hose jets into the enemy's goal. Full particulars of rules, etc., can be obtained of Chief Offr. W. Pett, Fire Station, Exeter, price 2s. 6d. It is a good attraction of the public for fire brigade tournaments.—Fire, London, Eng.

Alien Arrivals and Departures

Papers recently furnished by the department of labor, Bureau of Immigration, show that during the months of July, August and September, 1919, 65,333 immigrants arrived in the United States and 82,461 aliens departed, making a net loss of 17,128.

During October, November and December, 1919, and January and February, 1920, the arrivals amounted to 159,014 and the departures amounted to 122,444, showing a net increase of 36,570.

The above are the latest figures furnished by the bureau but current reports from Ellis Island where about 80 per cent of the immigrants for this country arrive, indicate that the ratio of arrivals to departures is rapidly increasing, and that the total number of immigrants is much larger than it has been for many years previously.

FIRE INSURANCE PROFITS

Premiums Nearly All "Velvet" Over a Period of Years

The Northfield, Minn., fire department will receive $542.02 in aid from the state under the apportionment for 1919 of money derived from insurance payments made in that city, according to the Insurance Department Bulletin. Following are other interesting facts contained in the bulletin:

Northfield—Premium paid in 1919, $27,-100.73; losses incurred in 1919, $971.92; premiums paid during the past 27 years, $182,797.55.

Dundas — Apportionment for 1919, $26.-99; premiums paid in 1919, $1,349.60; losses incurred in 1919, $75; premiums paid during past 27 years or reporting period, $6,374.36; losses incurred during past 27 years, or reporting period, $120.75.

Faribault — Apportionment for 1919, $1,163.27; premiums paid in 1919, $58,-163.49; losses incurred in 1919, $8,187.59; premiums paid during the past 27 years, $1,060,853.43; losses incurred during past 27 years, $584,825.42.

Farmington — Apportionment for 1919, $162.95; premiums paid in 1919, $8,147.48; losses incurred in 1919, $1,117.09; premiums paid during past 27 years, $103,726.-18; losses incurred during past 27 years, $63,806.65.

Lonsdale — Apportionment for 1919, $66.72; premiums paid in 1919, $3,335.79; losses incurred in 1919, none; premiums paid during past 27 years, $25,001.79; losses incurred during past 27 years $1,979.20.

CLAIM EVASIVENESS

Resigned Members of Merrimac Hose Company, Haverhill, Make Statement

In order that those citizens of Haverhill, Mass., who were not present at the public hearing before the Selectmen may not misjudge our action in resigning and removing our furniture from the house of Hose Co. 2, Merrimac Fire Department, we respectfully request the use of your columns that we may state our position.

To those who attended the hearing no explanation is necessary—in fact, disinterested persons who were present remarked upon the absurdity of the reasons advanced by the Board of Fire Engineers for discharging members of the company.

We claim for ourselves fairness in the presentation of our case and in consideration of every statement made by members of either the Board of Selectmen or the Board of Fire Engineers.

Three of our fellow members were dropped from the department for reasons so trivial that, were they not the means of perpetrating a gross injustice, they would appear farcial.

One member was discharged by reason of his misunderstanding that the company was to respond to the "Chief's call" the first time this call was sounded following its inauguration; the steward was discharged for not shutting off the water in the hose house when as a matter of fact there is abundant evidence to prove that he did shut the water off, and that it was later turned on by someone not connected with the department; the captain was dropped for failure to maintain discipline, yet there never has been a hint of discipline or insubordination upon the part of any member of the company.

It is true, and, under the circumstances, natural that the spokesman for the engineers failed to emphasize the reason for the virtual discharge of these men; instead, he stated that the men had not been dropped—they merely failed of reappointment.

We concede that in technicality of terms the engineers are absolutely correct, but in fact, we submit there is no difference between dropping men from the department and failing to reappoint them. Such evasiveness has characterized the attitude of the engineers from the beginning. The only point stressed by the engineers during the hearing was that in them alone rests the power to conduct the affairs of the department as their discretion dictates.

We as firemen were fully aware of and heartily subscribed to the power of the Board of Engineers in this respect. What every fair-minded citizen as well as we object to is the evident lack of discretion and the arbitrary exercise of these powers.

The emphasis laid upon the right to discharge men at will warrants the conclusion that the engineers, who have manifested utter disregard for popular sentiment in this instance, have lost sight of the generally prevailing conception that public officials are appointed to serve than rule the people.

Not only was this matter repeatedly taken up with the engineers who seemed inclined to give us absolutely no satisfaction, although once virtually promising to reinstate the men originally dropped and then denying such action; the facts were fully presented to the Selectmen before they appointed the Board of Engineers for another term; and finally a hearing was held at which it was clearly demonstrated the engineers had acted in an unwarranted manner, and it was as clearly demonstrated, both during and following the hearing, that as far as any remedy might be expected from the selectmen the hearing might as well not have taken place.

While it seemed apparent from the beginning that from the attitude of the officials involved we could not reasonably expect any other result we determined to avail ourselves of every means by which we might possibly convince these officials of the injustice done our fellow members.

The public hearing was our last resort, and the attitude of the members of both boards conclusively proved that our plea for fair play was to be ignored, hence there was no other recourse, out of respect for our fellow members and out of self-respect, than to resign from the department.

(Signed) W. H. Streeter, J. F. Ramsdell, B. T. Carter, W. S. Tuckwell, J. L. Whittier, E. W. Haskell, F. O. Bailey, H. E. Evans, H. R. Eastman.

Harbor Project of Wilmington

The plans for the Wilmington, Del., harbor project have been completed. They call for a bulkhead along Christiana creek, eventually to be 5,100 feet in length, but with an initial limit of about 1,600 feet. Back of the bulkhead will be transit sheds, storage warehouses and various tracks.

The municipal wharf is already about 80 per cent completed. It is being utilized now, and numerous calls for docking privileges have been received.

SERVICE NEWS FROM EVERYWHERE

New England States

The fire commissioners of Springfield, Mass., have elected Capt. Herbert C. Root and Capt. Charles S. Taylor as district chiefs, their duties in that capacity to begin on Sept. 6. The new appointments will give the department six district chiefs, the increase in number being necessitated by the two-platoon system. With six district chiefs it will be possible to have three on duty with the day shift, the others being on the night shift, alternately.

Glyson P. Inkley, Jr. has been elected chief of the Rockland, Mass., fire department by the board of engineers to fill the vacancy caused by the resignation of Chief Fred Chapman, which took effect July 20. Mr. Inkley has been connected with the department more than 10 years, serving on Hose 2, and for the past five years has been a member of the board of engineers, being one of the youngest engineers the department has ever had. The new chief is a world war veteran, member of Rockland Post, American Legion, and one of the town's most prominent young men, identified with many organizations, including the Wampatuck Club.

After serving as chief of the Houlton, Me., fire department for more than twenty-eight years, Charles McClaskey tendered his resignation to the selectmen of the town at a meeting of the fire department and town officers. He was succeeded by Claude C. Clark, who at once took up his duties as head of the department. Mr. Clark, who has been a lifelong resident of Houlton, has been a member of the fire department for over twenty years.

The board of directors of the Massachusetts State Firemen's Association state that the forty-first annual convention of this association will be held at Taunton Sept. 22, 23 and 24.

The two-platoon bill, which was withdrawn by the firemen of Medford, Mass., last year as a compromise when their pay was raised, will be on the ballot for action this year. A petition, largely signed, has been submitted to the registrars asking that it go on the State election ballot. It will require about 800 signatures to place the question on the ballot.

John N. Lally, a district chief of Jamaica Plain, Mass., has been appointed local district chief, to succeed Chief Mulligan, who was recently retired on a pension. Chief Lally for many years was captain of Engine 3, one of the busiest fire companies in Boston. His long residence in the district of which he is now in charge has equipped him with a knowledge of the buildings and general fire hazards in the district.

Charles Smith of Central street, Marlboro, Mass., has a firemen's trumpet that was presented to him in 1877 when he was foreman of the Veteran's Fire Company, which had headquarters in a fire house on Gay street. He took the trumpet to a jewelry store the other day, where it will be conducted through a polishing up process. The old keepsake carries the mind of the observer back to the days when the motive power of the fire fighting machines was produced by brawn and muscle of man. Mr. Smith, now going toward his 84th goal post, treasures the trumpet beyond compare. Mr. Smith has given some of the

"When 3 minutes can spell Destruction"

ALARM TURNED IN — volunteer firemen did not hear bell or the whistle did not have steam enough to blow — firemen arrived three minutes too late.

This is likely to happen in your town tonight. If you have a FEDERAL ELECTRIC SIREN, no time is lost at all. The alarm is turned in to central or the firehouse — they instantly push a button which causes the siren to send out a weird shriek that screams for miles around and gets instant attention of everyone whether asleep or awake. Volunteer firemen cannot mistake it — they immediately know that there is a fire and there is not a second lost. Averages only $1.50 a year for electricity — there is no other maintenance expense. Inexpensive to install as per our simple instructions. Gives long service. Send coupon for full information and prices now.

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Street and No. _____

Position _____

(F. S.—8)

best years of his life to the Marlboro fire department. He belonged at different times to the Vets, as they were popularly known, the Okos and the Hook and Ladder Co. He was in the 2's when the great contest with the 1's took place. He says: "Capt. George W. Howe, Lincoln street, headed the company and the playout occurred on Florence street. I think it was in October, 1876. The west part people won and I got $75 out of the contest for betting the right way."

In a collision at Lawrence, Mass., between the Central fire truck and the Hook and Ladder truck at Lowell and Hampshire streets, Fireman John Barry, who was on the former truck, was thrown violently to the street and sustained probable concussion of the brain and many scalp lacerations. The Hook and Ladder truck proceeding along Hampshire collided with the Central fire truck which was coming at right angles from the Central fire house on Lowell street. Fireman James Bradley, who was also standing on the running board of the Central truck, was thrown to the road but escaped with a few scratches. The running board on the Central fire truck was damaged. However, despite the accident, it proceeded to the fire and helped to extinguish the blaze before much damage was done.

A committee composed of the Board of Engineers and three from each company in the fire department of Portsmouth, N. H., met for the purpose of making a start on the arrangements for the dedication of the new fire station which is expected to be ready for occupancy soon. There is some talk of having a double dedication and have the exercises connected with the unveiling of the Memorial Tablet on the same day. The two together would mean quite a celebration for the city and should bring out the interest of everybody. The firemen hope that a tablet committee will be appointed and act with them to combine the two important events.

Mrs. William S. Patterson of Proctor street, Manchester, was on the danger list, and her husband, two children and her mother, Mrs. Woodbury of Bridge St., Manchester, are at the Lynn Hospital, Lynn, Mass., as the result of an automobile accident July 28, when the Squad A automobile fire truck smashed into the machine in which they were riding. John Smith, 10 years old, of Wellesley, a nephew of Mrs. Patterson, also was at the hospital. The accident occurred at the junction of Summer and Commercial streets. The Patterson family were returning from Wellesley in an automobile owned by Nelson S. Bartlett of Smith's Point, Manchester. The fire truck, responding from an automatic call, dashed out of the Commercial street station with J. Eric Johnson at the wheel and Capt. Thomas Brennan beside him. As the fire truck swung into Summer street, it smashed into the Manchester car, wrecking it completely. The occupants were thrown to the ground. The force of the impact also threw Johnson and Capt. Brennan from their seats and the truck tore on down the street. After it had careened for a block or so it crashed into another car in which John Bollis of 366 Summer street was riding. The impact deflected the truck's course and it crashed into the curb and a pole, and its course terminated. Bollis was pitched to the roadway and suffered a fracture of the left leg. Both his car and the fire truck were wrecked. Capt. Brennan escaped injury. Johnson was painfully bruised and cut. Mrs. Patterson suffered a broken collar bone, a scalp wound and a possible fractured skull. Her husband had a cut on the head and his shoulder dislocated. Mrs. Woodbury had three ribs broken and bad cuts on the head and face. Andrew Patterson, aged 10; Charles Patterson, aged 9, and the Smith boy were bruised and shaken up, but not seriously injured. As the result, Chief of Police Burckes has issued special orders that police chauffeurs must not drive faster than from 12 to 15 miles an hour, except in emergency cases.

At the regular monthly meeting of the Board of Burgesses of Danielson, Conn., it was unanimously voted to approve the schedule of higher compensation for members of the Fire Department, which the men demanded and was recommended by Chief A. P. Woodward. The advance means an added expense to the Borough as the men will receive a total of $1,135 as against $605 in recent years. The board members, in discussing the matter, agreed that the members of the fire department are much underpaid not only from the point of view of the loyal and efficient service they render, but in comparison with what other communities pay their fire fighters. Facts disclosed at the meeting showed that Danielson's schedule of wages was much below that extended by other places in that section and the Burgesses felt that their action in giving the raise asked for by local firemen would be approved by local taxpayers whose property is constantly protected against destruction by fire by those who will receive the advance in pay because in case of fire it is they who would respond in their time of dire need. When the annual borough meeting is held the appropriation for the Fire Department will be larger than ever before, because of the increased pay for the firemen, but it is not expected that any thoughtful or appreciative taxpayer will lift his voice in opposition to making available the additional money for the maintenance of the department apparatus and those who man it.

Beating the high cost of living is a problem that many people would like to solve but it takes the firemen of Gloucester, Mass., to lead the way. The permanent men at the School street engine house have been planning to get in on the ground floor of the latest government sale of canned meats, including roast beef, corned beef, bacon and corned beef hash. Inasmuch as $250 is the minimum amount of one order, the firemen have been accepting a few orders from the outside in case lots of any of the goods offered. John A. Anderson has taken charge of the orders and hopes to get enough interested to place an immediate order with the Army Supply Base at Boston. The goods come in various sized cans and the prices are from 50 to 100 per cent below the present wholesale market.

A red light was installed in the Empress theatre, Danbury, Conn., and will be flashed on in case of second alarm fires, second fires, or general alarms, for the purpose of notifying all firemen who may be in the audience. The light has been placed on the left side of the stage, near a box where it can be seen from all parts of the theatre. Under the rules governing the two-platoon system, all firemen on the off-duty platoon are required to answer second alarms and alarms for second fires.

Middle Atlantic States

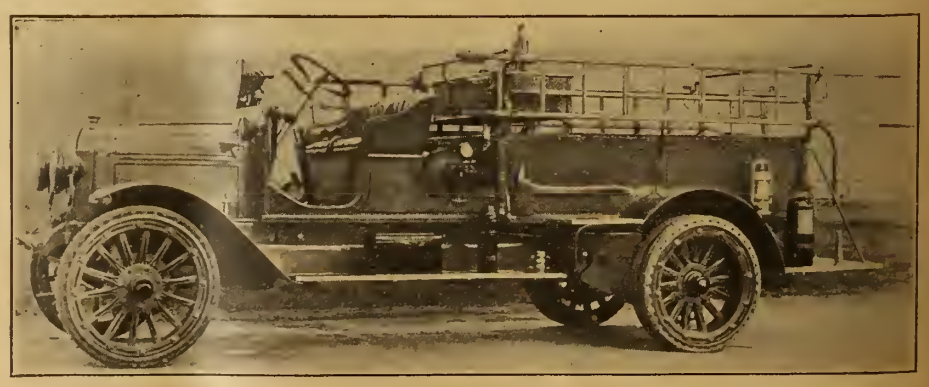
The Board of Estimate of New York City adopted the new plan proposed by Mayor Hylan for increasing the pay of city employes. It was the plan devised by the Mayor after he had vetoed the original one passed by the Estimate Board and the Aldermen allowing employes a flat increase of 20 per cent. Controller Craig, who strongly urged the 20 per cent plan, refused to vote for the substitute plan, saying it was unfair to city employes who have had no increase to meet the high cost of living. President F. H. LaGuardia of the Board of Aldermen announced that he would call a meeting of the Aldermen to concur in the resolution and pass the authorization of $5,000,000 in special revenue bonds to carry the increase into effect.

Fred Waterous and Julius J. Smith of Syracuse, representative, recently delivered a Waterous pumper to Norfolk, N. Y.

The Fire Department of the city of Glen Cove, L. I., is planning to hold a home tournament on Labor Day, Sept. 6, 1920. It is the intention to invite every fire department in Nassau County to participate in this affair.

Director of Public Safety William J. Brennan of Newark issued an official order prohibiting further boxing matches in the 1st Regiment armory, that city, unless the structure is equipped with fire escapes and proper emergency exits. His decision was an outcome of the bout between Fred Fulton and Harry Wills, when, according to reports, the building was overcrowded. The armory has no fire escapes and only a balcony leading to the auditorium. Director Brennan received reports from the Fire, Police and Building Departments condemning it for such audiences.

The Buffalo Express in a dispatch from North Tonawanda says: "Two of the six fire drivers whose resignations the common council did not accept last Wednesday night, will leave the city's employ on Saturday night. There will be eight vacancies in the fire department. Only four of the present drivers will hold to their jobs and it is rumored that it is likely that they too will quit tomorrow night. Rumors current tonight were to the effect that if the city attempts to appoint new drivers, the active firemen of some of the companies will decline to respond to a fire call, until the old fire drivers are put back on the job. The local civil service committee tried to qualify new fire drivers, but no one appeared for examination."



Brockway Combination Chemical recently delivered U. S. Navy Air Station, San Diego, California.

BROCKWAY "THE RIGHT WAY" FIRE TRUCKS

SPEEDY—POWERFUL—EFFICIENT

True, tried and trusty protectors of many cities and towns and of the U. S. Government Camps and Ammunition Depots. Brockway Fire Trucks possess that flexibility and dependability which makes them leaders in this field where it pays to buy only the best. Brockway includes a complete line of motor hose and combination chemical and hose trucks.

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The NO-WORRY HOSE

C. C. C. Fire Hose is made from start to finish in the C. C. C. factory, thus insuring dependable hose that every Chief should have. Made in knit or woven, single or double jacket, on your specifications, also on approval list of National Board of Fire Underwriters.

Hose made from special selected grades of long, staple cotton. C. C. C. hose has won out in the largest as well as the smaller Fire Departments, solely on merit, price and specifications. None better made at the price.

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CANTON JUNCTION MASSACHUSETTS

"ANDERSON" Couplings are Best They are quick acting, can be coupled or uncoupled in one second without requiring wrench key or spanner. Will not leak under any pressure and will not freeze in the coldest weather.

They Save Time When Time Counts

G. A. ANDERSON MFG. CO.
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Chief: Specify
CHRISTENSEN STARTER
for all your motor apparatus

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GUARANTEED ON
COUPLE GEAR
ONE MAN LADDER HOIST

Couple Gear Freight Wheel Co.
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CHEMICAL APPARATUS
Agents Wanted
Send for Catalogue
O. J. CHILDS CO.
Mfrs. Fire Apparatus
UTICA, N. Y.

The time is not far distant when Tro N. Y., can boast of a paid fire departmen for it was stated by reliable authority r cently that the appointment of ten ne members to the department, probably a ter Jan. 1, will accomplish a transition- from a semi-paid department to a paid d partment. This statement is sufficient broad to forecast the disbandment of a remaining volunteer companies. The a pointments are expected to follow the a quisition of additional motorized appar tus. The entire department may be m torized. One of the first steps to be tal en, it is understood, will be to replace t present horse drawn apparatus of t Twining Steamer Co. in Lansingburgh wi motor apparatus and to disband the Fi teenth street headquarters. It has be pointed out that with motorized apparat in the Child steamer house at one end the "Burgh" and in the Twining house the other end, residents of that sectio would be afforded ample fire protection.

Funeral services were held Aug. 3 f Edward J. Norton, retired battalion chi of the fire department in Brooklyn, w died in his sixty-seventh year. Chief No ton was born in England and came Brooklyn in 1865. He was appointed fireman on Feb. 15. 1879, and in 1883 b came assistant engineer of Engine Co. N 4. He became an assistant foreman in 188 foreman in 1891 and was thereafter ma a battalion chief by Fire Commission William C. Bryant. He retired in 1910.

The N. Y. World prints the followin letter: "Here's a little question that mig be interesting: Who is responsible for t condition of brakes in the fire departmen and what condition are the brakes on i motors in? At an insignificant fire th morning at Thirtieth street and Fifth av nue, a heavy pressure wagon crashed int a taxi and drove it against a ladder wago It was obvious from the sidewalk that t high pressure wagon could not be stoppe and a man who said he had watched it fro a window said that the driver had bee trying the length of the block to slow dow in time. Fortunately the consequenc were not very serious, except to the tax But with a slight change of circumstanc —— B. M. Beckhard."

Friday, July 23, 1920, will go down in th history of the Baltimore fire department Commendation Day, for the Board of Fi Commissioners on that day gave prai where it was due for the heroic work officers and men of the department at th several recent big fires which have occu red in the city. Acting Chief Burkhar was commended for his work at the Curt Bay fire; District Chief Shipley for h work at the Howard street fire, and all the officers and men who fought thes blazes, as well as those big fires which o curred previously, were also extended th appreciation of the board for their applica tion to duty.

Southern States

Douglas, Ariz., Aug. 2, 1920.

Fire Service, New York.

Dear Sirs — Following is a copy of th City Budget that will show, while we are small fire department we are treated a well, if not better, than some of the othe city departments in regard to salary pai us. I can truthfully say I never had a ma that had a just grievance that came to m that we could not come to some satisfac tory agreement without taking the matte up with the Council. Instead of us bein classed as a convict fire department we ar known as "the Happy Family."

Rent on 96 fire hydrants @ $10 each pe year, $960.

as, water and lights for Nos. 1 and 2 ine houses, $150.
nsurance for houses and apparatus, $160.
Iaintenance and repairs on fire appara-, $450.
ower for fire alarm system, $200.
Iaintenance and repairs on fire alarm tem, $350.
ils and gasoline, $350.
oal for steamer and No. 2 house, $50.
aundry, $60.
elephone, $115.
xpense and supplies, $700.
,000 feet three-ply rubber-lined 2½-inch hose, $1,500.
alary of Chief, $225 per month, $2,700.
alary of Assistant Chief, $175 per th, $2,100.
alary of two Captains, $160 per month, 40.
alary of six chauffeurs, $150 per month, ,800.
alary of two hosemen, $150 per month, 00.
otal, $28,385.

W. J. Nemeck, Chief.

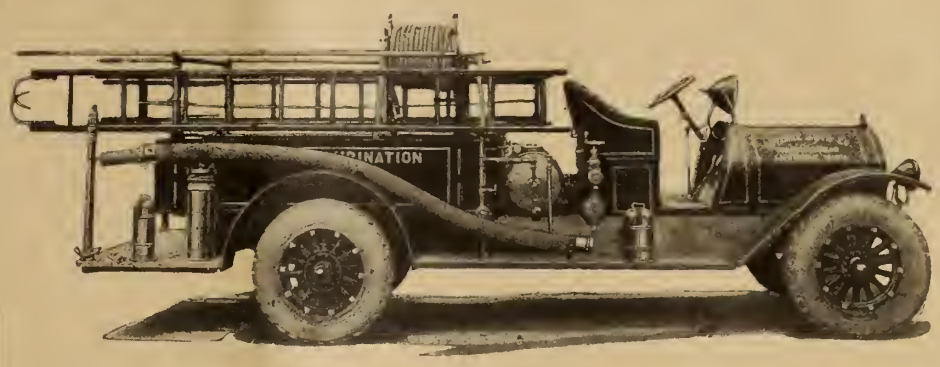
. W. Weaver, for many years assistant f of the Nashville, Tenn., fire department, was on Aug. 2 named chief to succeed the late A. A. Rozetta. The appointment was made by Commissioner George Tompkins, commissioner of fire, sprinkler and building inspection, and the appointment was unanimously confirmed by city commission. Chief Weaver has n a member of the fire department of hville for many years, and his record service is an honorable one, meriting him the promotion to the highest position in the department as the successor of so beloved by his men and associates he late Chief Rozetta. Chief Weaver is et, unassuming, yet able to command the he will have under him. His long association with them has already won from m their respect and he is expected to e the full support of every man in the artment. The new chief has been a nber of the Nashville fire department more than twenty-six years, having entered as a pipeman in March, 1894. Before year was out he was promoted to the k of lieutenant, and in 1898 he became aptain. Five years later, in 1903, he was le assistant fire chief, and has continued in that capacity until today. Since ef Rozetta's death he had been in full rge of the department.

he city of Miami Beach, Florida, has epted an American-LaFrance triple bination, type No. 75, fire engine for beginning of equipping a first class fire artment. The city paid $12,000 for the hine, which was lately given a thorough in the presence of city officials and ting firemen from Miami. When the engine arrived the city of Miami ch had no fire department headquarters, fire chief or men to take charge of the ine. J. S. Stephenson, demonstration ineer of the American-LaFrance Fire gine Co., who went to Miami Beach to ke the tests of the new engine, was offered the position as chief of the fire department and he has accepted. Mr. Stenson will have full charge of building a paid and volunteer department. The of Miami Beach has had alterations le in its city hall building, releasing -half of the building for fire department s. A room for storage of the machine, ker rooms for paid members of the department, and living quarters for Chief phenson and his family on the second r of city hall, have been planned. ong the spectators at the test of the engine was J. H. McDuffee of Miami ch, who in 1898 drove Fire Chief Cros automobile in the New York fire department, the first motor-driven vehicle

THE LUVERNE

SIX CYLINDER MOTOR FIRE TRUCKS

Model No. 5. CHEMICAL AND HOSE COMBINATION
Model No. 6. TRIPLE COMBINATION 350-500 Gal. Pump
MAXIMUM VALUE MINIMUM PRICE



Model No. 6

A high grade and thoroughly practical TRIPLE COMBINATION suitable for large cities as well as for small towns.

It will travel over any roads, and will carry 1000 feet of hose and 12 men in addition to the regular equipment.

The pump will draft water from a reservoir or take it from a hydrant and will deliver 350 gallons per minute, at high pressure.

Manufactured by the

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Windsor Lock, Conn. — $10,000 voted for motor combination fire truck.

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Caps
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Harding Uniform Co.
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Special Bodies and Equipment
Send for Specifications

"Pirsch" Patented Improved Compound Trussed Fireman's Extension Wall and Roof Ladders.

"Pirsch" "Champion" "Holloway" Chemical Tanks

Everything for the
FIRE DEPARTMENT
Write for Catalogue
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BATCHELDER MADE UNIFORMS
FROM YOUR CLOTHIER
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Is 200% Better
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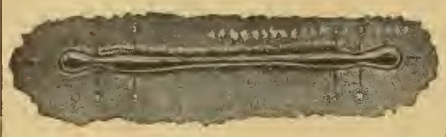
Than any other make, brand, kind or style of Fire Hose heretofore produced, regardless of price.

This statement is based on applied knowledge. We ask for a chance to prove it.

When in the market write us for samples and prices.



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FOR
PARADE AND SERVICE
Leather and Aluminum Hats
Caps, Belts, Shirts, Badges, Rubber Coats and Boots, Etc.

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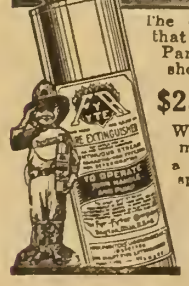
Fyr-Fyter NEVER FAILS



The only one-quart extinguisher that has the advantages of being Panic-Proof, easy to aim and shoots continuous stream.

$25 to $50 a Week

We offer a proposition to firemen that will add $25 to $50 a week to your income for your spare time. Write for details.

THE FYR FYTER CO.
Dayton, Ohio, U. S. A.

ever used for fire department uses. Mr. McDuffee is now identified with the development projects at Miami Beach.

Chief S. R. Hoffman, Clarksburg, W. Va., is an advocate of all modern improvements and appliances that will benefit and improve fire departments. For three years Clarksburg has had the two-platoon system and fire losses have been considerably reduced. Three new fire houses are being erected and the city is now completely motorized. In addition to attending the Chief's Convention at Toronto, Chief Hoffman on his return trip stopped off at Hamilton and St. Catharines, Canada; Buffalo, N. Y., Cleveland, Ohio, and Pittsburgh, Pa., in the interest of his city for the purpose of getting ideas regarding fire protection. In a recent interview Chief Hoffman said: "Mayor Craddock and Commissioners Cole and Jackson were strong backers of the platoon system and more pay to firemen. Recently the firemen were awarded a 10 per cent increase and another increase is anticipated in the near future." Fire hydrants, says Chief Hoffman, are the property of the fire department and it is imperative they be installed and operated under the supervision of the chief and his assistants. "Not long ago we had an ordinance passed prohibiting use of rubber hose on gas ranges, or gas stoves, for any purpose. Experience has proven solid connections are safe and prevent fire. In my opinion there should be a law, in every state, prohibiting issuance of fire insurance policies on buildings regardless of conditions of buildings. Many fires are due to over insurance and not to carelessness." Chief Hoffman is of opinion that the International Association of Fire Engineers can accomplish a great good if they will co-operate more in the framing of laws to protect life and property.

The Little Rock, Ark., fire department answered 38 alarms during the month of July. Seven of these were false alarms, and 28, including the false, show no loss. The heaviest loss was a rear room and part of roof burned on a one-story frame cottage occupied by a negro. Among those showing loss were an automobile, and a call for assistant from Camp Pike, six miles north across the river. The Base Hospital burned there, and the Chief sent two companies over to assist them, when called upon by officer in charge. Of course, this cannot be charged to the department as a loss.

During the Toronto Convention the Star of that city said: "There is one Fire Chief attending the convention who has it on the other chiefs when it comes to dress. He is Chief O'Brien, of Shreveport, La. He wears gold garters and his chief's badge has thirty-five diamonds studded in the name 'Chief.' Chief O'Brien is making his first visit to Toronto in ten years."

Middle Western States

The Star of Peoria, Ill., says: "It is the intention to inaugurate the two-platoon system as soon as possible. This system doubles the number of captains and promotions are not yet announced. New men will be assigned to duty within a few days."

The Luverne Automobile Co. has recently delivered triple combination fire trucks to Tipton and Spirit Lake, Iowa.

By emptying eight fifty-pound sacks of talcum powder into a 5,000 gallon storage tank, Cincinnati firemen smothered blazing napthalene at the plant of the Chatfield Manufacturing Co. This novel method extinguished an $18,000 fire thought to have been due to heat from a couple of large napthalene stills setting ablaze fumes in a

New Christie
FRONT DRIVE TRACTORS
FOR
Steam Fire Engines
Aerial Trucks and Water Towers
Now Being Manufactured
BY THE
WEDLAKE-LAMSON CO.
HOBOKEN - NEW JERSEY

Caps of any style for chiefs, officers and men of fire departments. Write for prices.

B. SCHLESINGER & SON, 45 East 8th St. New York City

Comstock, Mich. — Village has asked e protection from Kalamazoo but has b n refused.

PUMPS
FOR COMMERCIAL CHASSI
Capacity: 100 to 600 gals. per minut
HALE FIRE PUMP CO.
CONSHOHOCKEN, PA.

rick building used in making moth balls. he company had stored the talcum powder or use in case of fire. Heavy streams of ater from the nine auto pumpers which nswered a triple call played upon a number of giant tanks, some containing 300,000 allons of oil and tar products, in the yards ear the burning building, in order to prent explosion from overheating.

Pipeman Louis Purol, 33 years old, 849 ast Fort street, was instantly killed and ve other members of flying squadron No. , Detroit fire department, suffered injuies when, in responding to an alarm at St. ubin and Farnsworth avenues, their autoobile was struck by a northbound Davison ar at Grandy and Farnsworth avenues. urol was thrown under the street car and hen citizens and his comrades extricated im he was dead. Capt. Frederick Gagnier, command of the company, was among e men hurt. Pipeman William Smyth is elieved to have suffered a fracture of the elvis. He was taken to Receiving Hostal. The other firemen, who were taken Receiving and Samaritan Hospitals, were ipeman Edward Gleason, Frank Boening nd Fred Schroeder. All later were disharged. The fire department machine was oving west in Farnsworth avenue on its ay to the fire, which was at Farnsworth venue and Dequindre street, and was exinguished before the arrival of the appatus. The automobile, badly damaged, as sent to the repair station.

Twenty-one Chicago firemen were overome by smoke and approximately $300,000 amage was done by a fire which broke out the hide cellar of Armour & Co.'s fivetory building at Packers avenue and 44th treet early July 28. The flames assumed uch serious proportions that practically all e fire fighting apparatus in the district as hurried to the scene to prevent the fire rom spreading to the other big buildings in e stockyards. After a four-hour fight the aze was got under control. None of the moke victims were affected seriously. They ere revived on the ground after they had ollapsed while trying to work their way hrough blinding clouds of smoke to the idden center of the fire.

"Mankato has a first-class fire fighting pparatus, but lacks men to run the same," as the comment of Chief Bennie Bangerer when asked whether the scarcity of men ad affected the department work. Chief angerter stated that the department for o or three weeks during the month of une was seriously handicapped by the lack f men, who just then quit the force, beause they were offered much better pay in ther lines of work. Chief Bangerter says hat this places all of the mechanical exert work on his shoulders, which he is illing to bear, but in case of his illness the epartment would be seriously handicapped hould the services of an experienced mehanic be needed. "It was no further back han Friday night when we were called to he Odd Fellows building, which was then lled with smoke. It looked like a serious re where the aerial truck would have to be sed, but owing to the fact that a number f the firemen were then at supper we did ot have enough men to operate the ladder ntil the men returned," said Chief Banerter. Continuing he explained that in uch emergencies the shortage of men such s he stated, might result in thousands of ollars worth of property. Chief Bangerer said that one of the drawbacks facing he department in the matter of holding nen, is the low wages paid in comparison with pay in other lines of work. The present salary of experienced men on the deartment is $100 per month, and $90 per month for the first year for inexperienced nen with an increase of $5 per month for

INDUSTRIAL FIRES

Manufacturer—employee—city—all three have to pay when an industrial plant burns down. The manufacturer loses his plant; the employee loses his job and the city loses tax revenue.

Delay in sending the alarm to the Fire Headquarters is frequently the reason for these losses. The fire gets such a start that it is absolutely impossible for the Fire Department to do any more than save the adjoining plants.

Every industrial plant is entitled to the protection of a fire alarm box. Such boxes will pay for themselves many times over simply in the tax revenue which they save. If your city has a signal system check it up and make certain that every industrial plant is given adequate protection. If your city has no system consider this—the saving in tax revenue will go a long ways toward paying for the system.

The Gamewell Fire Alarm Telegraph Co.

Offices and Works

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Manufacturers of

GOLD MEDAL UNIFORMS

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New Bedford, Mass. — Installation of a new fire alarm is under consideration.

Wrightsville, Pa. — Firemen are trying to raise $3,500 for new apparatus.

Pat. Aug. 27, 1901

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Pat. June 16, 1908

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NEW YORK

Henderson, N. D. — Bond issue of $11,000 sold and funds are available.

Westville, N. J. — Union Fire Co. raising money to motorize its apparatus.

Foamite Firefoam
Equally good on all fire risks. The only extinguisher that fully safeguards oil, gasoline and inflammable chemical fire hazards.
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the second year, and then that man reaches the maximum when he is on three years. Chief Bangerter said that there is not a man on the present fire fighting force who could not draw more pay for a great deal less hours per day. "But the boys love their work, and take a pride in being efficient, and for that reason hate to leave the service," said the chief. "And it would be a serious loss to the city to lose any more of them." Chief Bangerter stated that the minimum wage for paid firemen at Rochester is $135 per month and then on up to $200 per month for the chief, who also acts as fire marshal which brings him $20 a month extra. The minimum salary of the local firemen should be at least $125 per month, according to the opinion of Chief Bangerter.

District Chief Maurice Dolan, "the man wtihout an ill," who in his long term of service with the St. Paul fire department never missed a day of duty, died at the Mounds Park sanitarium following an operation. His health had been failing for the past three months, but despite remonstrances of his friends he continued at his post. In point of service, Chief Dolan was one of the oldest of St. Paul's fire fighters. He was appointed in 1887, taking up his duties as hoseman at Engine House No. 7 in August of that year. His rise in the department was steady.

State firemen of Wisconsin opened their thirteenth annual convention at Green Bay. Mayor Hall greeted the fifty delegates at the afternoon session and the firemen then settled down to business. Chief business before the firemen at this year's meeting was the discussion of the two-platoon system.

Western States

Beginning Jan. 1, 1921, Seattle policemen and firemen will be granted one full day's rest every eight days. The city council decided, without a dissenting vote, to appropriate in the 1921 budget $35,000 to pay the salaries of twenty additional patrolmen and $139,200 for the salaries of eighty additional firemen, with the understanding that the extra men furnished will be used to put into effect the one-day-off-in-eight plan. At the request of Chief F. L. Stetson, five lieutenants in the fire department were advanced to the rank of captain, their places as lieutenants being left vacant. Chief Stetson reported five lieutenants in charge at station houses and declared they should be advanced to the rank of captain. The advance in each case carries an increase in salary from $175 to $195 a month.

As approved by the council, the fire department's budget makes the following advances in salary: two battalion chiefs from $225 to $230 a month, one fire marshal from $225 to $230 a month, forty-four captains from $195 to $205 a month, forty-nine lieutenants from $175 to $185 a month, 321 firemen from $160 to $165 a month, sixty firemen from $155 to $160 a month, thirty-five firemen from $145 to $155 a month, and grants twelve firemen $145 a month. It also authorizes the addition of eighty firemen at $145 a month to enable the department to carry out the plan whereby each fireman is to have one day off in eight.

Several persons at Oakland, Calif., narrowly escaped death when the chemical fire truck of Engine Co. No. 1, driven by Jesse Pias, tore the rear end from a southbound Grove street car, broke several windows, and skidded upon the sidewalk in front of the city hall. The wheels locked as Pias was making the turn at Fourteenth and Washington streets, responding to an alarm at Twentieth and Grove streets. Several

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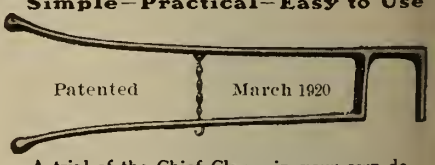

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WALTER F. CORBIN
617 Front Ave., N. W.
GRAND RAPIDS - MICHIGAN

Beaver, Pa. — Chief D. A. Moore recommends purchase of additional fire equipment.

"There is at least one Northern 'Commercial' dealer or service station in every village, town and city in the United States"
Northern Fire Apparatus Co., Minneapolis Minn.

ersons sitting in the rear of the car were idly shaken.

Hurled from his seat to the ground when fire truck crashed into the curb at Illi-is and Dakota streets, Spokane, Wash., hn J. Hughes, pipeman at No. 2 station, ceived a fractured skull and other inju-es. The hose cart was speeding to a ass fire at Illinois and Stone streets when e accident occurred. Mr. Hughes was ling on top of the coiled hose. In at-mpting to turn at Illinois and Dakota reets, an approaching machine made a arp turn, according to Fireman P. A. riveau, who was sitting near Hughes. lolph Jansen, driven of the truck, in try-g to avoid the oncoming automobile, struck e street curb with one wheel. Mr. Hughes as riding with his back to the driver. "He emed to somersault through the air," riveau said. Carriveau was saved from jury by grabbing a hand hold. Captain yne of No. 2 station, riding in the seat th the driver, also escaped injury. Mr. ughes was brought to the emergency spital in the automobile which was the nocent cause of the accident. Dr. Bacon ve him first aid treatment and he was moved to the Sacred Heart. He was eeding at the ears when picked up and in eat pain. The steering gear of the truck as so damaged that the machine had to towed in.

George Jackson, cashier of the Columbia ational Bank, was named fire chief to ad the grain fire fighters of Dayton, ash. The organization is composed of irty men, selected by the chief, who will l in fighting any grain fires in the coun-, should any occur between now and the d of the harvest. A complete fire fight-g outfit has been supplied by the Com-ercial Club, grain dealers and hardware ores of Dayton, and will be maintained at e city repair shop on First street.

A volunteer fire department was organ-ed at a citizens' meeting at Malden, ash., to take the place of a former or-nization that had become defunct. D. T. eter was elected chief, J. M. Snapp as-stant, and G. R. Patterson secretary-easurer. It is planned to recruit three se companies. The first grain field fire is season occurred July 28 on the Jef-ies ranch, near town. There was no one orking in the field at the time and the igin of the fire is unknown. It was ex-nguished with nominal loss with the help citizens from Malden in autos.

About 35 fire departments from over ntana were represented and about 80 legates had arrived at the convention adquarters at Roundup when President rt J. Baker of Lewistown called the house order of the first meeting of the Mon-na State Firemen's Association annual nvention being held at Roundup three ys, July 22, 23 and 24. One subject dis-ssed was volunteer firemen in small ci-es. The association will try to secure leg-lation to the effect that all such volun-er firemen will be reimbursed for losses clothing or life. All subjects pertaining legislation volunteers, fire prevention, e fighting apparatus and anything that nds to benefit fire department work was so discussed. Different department rep-sentatives read topics before the assem-y which were followed by discussion.

Contemplated Improvements

Westfield, N. Y. — Fire department urg-purchase of a motor ladder truck.

Bridgeport, N. J. — Department is rais-g money for motor apparatus.

Franklin, Pa. — Purchase of a new mo-r pumper is recommended.

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Are heard above the din of the workshop and the rattle of the streets.

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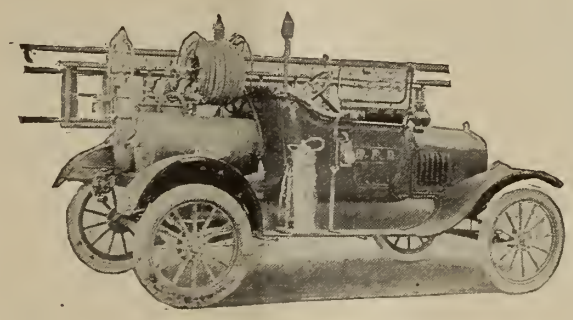
equipment superiorities. Chemical tanks complete with hose reel and hose, to your order on your specifications, also manufacturers of the complete "Deluge" line of Chemical Fire Engines.



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Manufactured complete for Fire Apparatus. Send us your chassis and we will build a body according to your specifications and mount new or old equipment. Write for estimates.
The United States Fire Apparatus Co.
11th and Church Sts. Wilmington, Del.

Wheeling, W. Va. — It is proposed to purchase additional apparatus.

Bethlehem, Pa. — Installation of a fire alarm system under consideration.

Baltimore, Md. — Acting Mayor recommends purchase of more apparatus.

Fire Department Register
For the use of Chief Engineer, Department Secretary or Town Clerk. Ten classified headings, properly ruled, and comprising all the important subjects of record; Rules and Regulations of Department; Extracts of Laws, Lists of Companies, etc.; List of Officers; Roll of Membership, active and exempt; Statistics of Fires; Inventory of Property; Minutes, etc. Book of 250 pages. 8 1-2x14. Price, $2.75. By mail, $3.00.
FIRE SERVICE, 225 5th AVE., NEW YORK

FREE UNIFORMS IN ENGLAND

Recommendations for Firemen by the British Government

The Fireman, London, England, July 1 says:

The White Paper issued by the Government last month, dealing with the Home Office Committee's report on the conditions of service of firemen in professional fire brigades in Great Britain, contains recommendations embodying many features which firemen have for years had in the forefront of their program for the reorganization of the British professional fire service.

The committee consider that standard rates of pay should apply to all professional firemen throughout the country. They recommend that a fireman should commence at 70s. a week and rise by annual increment of 2s. to 90s., the additional increments, making the maximum pay 92s. 6d. or 95s., being granted on conditions similar to those under which they may be granted to police constables. As to higher ranks the scale recommended for sub-officers is 95s. weekly, rising by annual increments of 2s. 6d. to 100s. weekly.

For station officers the proposed commencing weekly wage for stations where there are less than ten whole time firemen is 5 pounds, rising by annual increments of 2s. 6d. to 5 pounds 15s. 6d., and at larger stations 5 pounds 10s. weekly, rising by similar increments to 6 pounds. The suggested scale for district officers includes three grades. Where an officer has charge of a district with only one station his commencing salary should be 300 pounds, rising by four annual increments of 10 pounds to 340 pounds. In a district containing two stations the officers should commence at 310 pounds, rising by four annual increments of 12 pounds 10s. to 360 pounds, while where there are three or more stations the commencing salary should be 340 pounds, rising by four annual increments of 15 pounds to 400 pounds.

The pay of chief officers is to be according to population. Where there are less than 50,000 inhabitants the scale is from 300 pounds to 375 pounds, and this amount increases gradually until, for a population of over 700,000, the suggested pay is from 750 pounds to 1,000 pounds. With regard to second officers the proposed salary is 310 pounds to 330 pounds for populations over 50,000, and 450 pounds to 530 pounds for populations over 200,000, rising to 375 pounds; and 415 pounds for populations over 700,000.

All these scales of pay are based on the assumption that free quarters are provided for all ranks, or non-pensionable allowance given in lieu. The committee also consider that uniform and fire boots should be provided free for all ranks, and that, as far as possible, a standard uniform should be adopted for the fire service.

They also recommend that where skilled tradesmen are employed at their trades, men below the rank of station officer should receive a non-pensionable allowance of not more than 2s. 6d. for the week during which they are so employed.

Dealing with the question of leave, the committee are of opinion that one day's leave should be granted during each week, one-half day on alternate Sundays, and a period of six hours' leave between the weekly leave days. The practice of granting short leave for special purposes should be continued.

The annual leave for firemen should be fourteen days, station officers and sub-officers 18 days; district officers and officers below the rank of chief officer 21 days, and for chief officers such leave as may be mutually arranged. It is recommended that all ranks up to and inclusive of station officers should be compulsorily retired at the age of 55 years, and the maximum age for the higher ranks should be 65 years.

Fortunate Douglas Firemen

Douglas, Ariz., Aug. 2, 1920.

Fire Service,
New York.

Dear Sirs — I have been a constant reader of your valuable paper for years, while I realize the advantage you have over any one of us firemen that may resent the statements made by Chief Ryan of Galveston, Texas, when he referred to the old system that the firemen worked under as a "Convict System." After reading your editorial of July 24, 1920, in answer to what Mr. H. H. Easterbrook had to say in regard to the matter, I wish to go on record and state that any man that has won the highest position that can be conferred on him by his city as a fireman and classes the men under him with convicts is to be pitied, as well as the city that he holds his present position under.

As a fireman for the last 25 years in three different cities, the last 12 as Chief, I never saw the time that I could not resign or leave town without having a guard along. For several years I worked in an engine house in Joliet, Ill., less than a mile from one of the largest penitentiaries in the country, and I can assure Mr. Ryan although there are hundreds of unfortunate men in that city under guard at all times the firemen of Joliet are among the most respected men in the city and never were or never will be classed as convicts.

This talk that firemen never had any time at home with their families up to a year ago is all bunk. The conditions of the firemen have been improving for the last 25 years that I know of from time to time, and the next step that Douglas firemen want for still better conditions is a eight-hour shift, just as soon as conditions warrant going after it, and if the Galveston firemen have been mistreated no one is to blame but Chief Ryan himself.

These are the conditions that the Douglas firemen have worked under for the past 12 years that I know of: Up to 1912 the men were off 24 hours every seventh day, 1912 to 1916 the men were off 24 hours every fifth day, 1916 to 1918 every fourth day off, 1918 to June 1, 1919, every third day off, and on June 1, 1919, we started on the two-platoon. So you see firemen have been getting better conditions all along and we are still going to have better conditions for the men.

Douglas is paying the highest salary for firemen in the State, and was the first city to adopt the two-platoon in Arizona, and I suppose other cities will follow just as soon as their conditions warrant doing so. If they don't no one but the Chief is to blame. I suppose Galveston will be glad to know it has had a convict fire department all this time.

Respectfully,
W. J. Nemeck, Chief.

Two Color Catalog

Fire fighters interested to get an exact idea how truck chassis can be equipped with special fire department bodies may gain much information from the latest catalog of O. J. Childs Co., Utica, N. Y. The Childs Co. will mail a copy of the catalog to those requesting it.

FIRE SERVICE

THE NEWEST AID TO FIREMEN

Aeroplane Photos With All the Risks and Hydrants Marked

Fire Marshal Edward Grenfell and Capt. Day returned to Portland, Oregon, recently from an airplane trip over the congested and industrial districts of the city with many photographic plates made from the air, which will be used by the fire department.

Capt. Victor Vernon of the O., W. & I. Airplane Co., piloted the officials on their trip.

"I think this newest innovation in fire fighting will prove invaluable," said Chief Grenfell. "The big industrial plants were laid out below us as on a relief map, and the pictures which we obtained will be of a highly practical use.

"I am going to present to Commissioner Bigelow a proposal to have birdseye photographs taken of every large-scale fire risk in the city, such as docks, shipyards, factories and the like.

"When we print these pictures, we will mark in the exact location of fire hydrants, fire escapes and other points of which the department should have previous knowledge before tackling a big blaze.

"These pictures will be distributed to the fire engine houses nearest the structures, so that the firemen may become thoroughly acquainted with the risks for which they are responsible."

WORKING ON DAYS OFF

Sarcastic Remarks of a Massachusetts Paper That Verge on "Bolshevism"

The Telegram of Holyoke, Mass., Aug. 7 says:

Out of courtesy to Commissioner David Clark, who was absent, the Board of Fire Commissioners last night voted to postpone action until its next meeting on the question of permitting or prohibiting firemen from taking outside employment during their off hours.

The sentiment is that working at odd jobs and side issues, which is popular among highly paid officials of the city, who find themselves unable to live on a salary of $6,000 or so, should not be allowed to creep into the ranks without comment.

Members of the board have expressed themselves as very much opposed to the practise, which they view as the special privilege of those higher up only, and a rule to that effect was to have been passed at last night's meeting had it been a full meeting.

It has been put forward that lectures on economy would be the proper thing to give low salary workers.

The question was discussed informally, but definite action will be taken at the next meeting.

In the meantime some of the firemen propose to continue at their side jobs until such time as the board rules to the contrary. There are several firemen working at their old trades, while others are putting in their off days doing platform trucking in paper mills.

In a dispatch from Westfield, Mass., the Springfield News says:

No orders prohibiting members of the local fire department from taking employment with outside interests during their time off duty have been issued here according to Chief Thomas H. Maloney, who states that the matter has not been considered.

Chief Mahoney stated that before any action would be taken along this line the board of fire engineers here would await action in other cities.

"The matter was discussed in a round table talk at the fire chiefs' recent convention in Toronto which I attended," said the Westfield fire department head, "but other than this informal discussion no direct action was taken by the meeting."

No members of the local permanent fire force are engaged in outside work at the present time and there has been no need of a restraining order along this line. The local fire fighting force is one of the best in fire-fighting work and few reprimands have to be meted on.

MYSTERIOUS "UNDERCURRENT"

Was There a "Nigger in the Woodpile" Behind the Religious Controversy at Toronto?

The most deplorable controversy that marred what was otherwise a successful convention of the International Association of Fire Engineers at Toronto on July 26 to 30 never should have occurred. It matters very little which side was at fault.

The fact remains that a religious controversy has no place—certainly not the place of importance that was given to it—in an association devoted to the interest of Fire Fighting and Fire Prevention in this country and Canada.

In the present instance—supposing there was no chance of agreement possible between the contending parties—it would have been far wiser to have omitted the religious exercises entirely than to have aroused sectional hatred and sectarian differences among the members of the association. There is very little doubt but that, had the parties met each other in a conciliatory spirit, and had the disagreement been kept out of the public press of Toronto, the troubled waters would have been smoothed and peace restored before matters had gone too far to be remedied.

It seems quite clear, however, that there was an undercurrent in the whole deplorable affair that did not appear on the surface and that brought about the crisis in the association.

It is rather a sad commentary upon the example that the chiefs set to their men, that, while in most departments there are strict regulations forbidding the men to discuss religious differences while on duty, that very act was what caused the whole trouble in the Toronto convention.

The lesson that the incident brings home to the association is quite apparent. No time should be lost in so amending the constitution that no such state of affairs as that which confronted the Toronto meeting can ever happen again.

Of course, the surest and safest course to pursue would be to follow the precedent set by many of the largest and most influential associations of engineers and others and omit entirely the opening religious exercises.

There is in such an omission no act of irreverence or any tendency towards atheism. In fact, it would seem much more irreverent for a large portion of the members of the association to listen to a prayer to the Deity with a feeling of criticism or hatred in their hearts for the speaker. However, if the prayer must be said let it be understood that some certain individual or committee is responsible for the selection of the clergyman and that his or their decision must be abided by without any criticisms. — Fire and Water Engineering.

Death of Col. Hasbrook

We regret to announce the death at Richmond, Va., on Aug. 18 of Col. Charles E. Hasbrook, editor and manager of the Richmond Times-Dispatch for the last six years.

Col. Hasbrook was for several years advertising representative of Firemen's Herald, now Fire Service. He had a large acquaintance among manufacturers of fire apparatus, all of whom learned of his death with regret. He was highly esteemed for his personal qualities and was a man of the most kindly disposition and straightforward nature.

About April, 1914, some friends of Col. Hasbrook acquired the Richmond Times-Dispatch and put him in charge, and he left New York and took up his residence in the Virginia capitol, where he died.

The cause of his death was heart disease. He was 73 years of age and had been in ill health since his return from the Democratic National Convention.

Except for a few years' service as Collector of Internal Revenue in Missouri, Col. Hasbrook devoted most of his life to newspaper work, commencing under Melville E. Stone, then city editor of the Chicago Inter Ocean.

In later years Col. Hasbrook was city editor, managing editor and finally part owner of the Kansas City Times, from which city he went to New York as publisher of the Morning Advertiser and Commercial Advertiser and subsequently with Fireman's Herald.

Edinburgh Beats New York

Edinburgh Fire Brigade has been testing with wireless telephony with an installation fitted in the central station. The preliminary tests gave satisfactory results.—Fire, London, Eng.

DISMISSED FIREMAN A HERO

"Smoky Joe" Martin of New York Calls Rescue the "Most Daring He has Seen in Forty Years"

A born fireman who was dismissed from his battalion of fire fighters in New York eight months ago, won his reinstatement in the department the other night by saving seven persons in a tenement fire by an exploit that was described by Deputy Chief "Smoky Joe" Martin as "the most heroic he had seen in forty years of fire fighting.

By turning himself into a human extension to a dizzy ladder that fell six feet short of the fifth story ledge where the seven persons were perched, this fireman enabled an entire family to scramble to safety over his back, and then, by a gymnastic feat rivaling a circus thriller, he tumbled to safety on the topmost rung of the swaying frame. "Smoky Joe" was at the foot of the ladder to grasp the hand of this ex-fireman when he reached the ground, saying:

"My boy, in forty years of fire fighting I've seen a lot of human flies and a lot of rescues, but what you've done tonight beats any hero stuff I've ever seen. You ought to be in the Fire Department."

"I was in the department until eight months ago," the ex-fireman replied, "but I was busted for punching my battalion chief in the nose, and I want to get back."

"Then I'll see that you get back," replied the Deputy Chief. "Just ask for a rehearing of your case, and there isn't a fireman in the department that wouldn't fight for your reinstatement."

Eight months ago Fireman Louis Tischler of Truck 6 was dismissed after trial on the charge of striking his battalion chief. His plea before the trial Commissioner was extreme provocation and, although he was advised several times to ask for a rehearing he was never able to get any action. Giving up all hope of being restored to an occupation that he liked above all others and of redeeming a former good record, Tischler took a job driving an automobile.

He was driving his automobile through Forsythe street August 15 when he saw flames coming from every window clear up the face of a five-story tenement building at 122 Forsythe street, and a group of screaming women and children clinging to a wide ledge belting the structure on the level of the fifth story windows. There was not a piece of fire apparatus anywhere in sight.

Tischler said that "something squirmed" in him and before he knew it he was running up the stairway in the tenement adjoining, at No. 124. He said he knew the fire department would be there in a few minutes and that he saw that the children of the family had to be taken away from their perilous perch before they lost their heads and fell off.

Kicking open the door of a flat on the fifth floor, Tischler worked his way around the ledge to the adjoining building, but he found that he was five feet below the ledge where the family was grouped with their guests, waiting for rescuers.

"I knew then that I ought to have gone to the roof," said Tischler, "but there wasn't any time to go back. One of the kids was about to fall."

By wild gesticulation Tischler managed to make Vincenzo Gangi, the frightened head of this perching family, understand that he wanted to carry the smallest child along the narrow ledge to safety, and not Gangi's 200-pound wife, Josephine. Vincenzo finally managed to swing his 11-year-old niece, Ida Delassandro, down to the waiting fireman on the narrow ledge.

The former fireman was going back along the ledge to rescue an 8-year-old child, Roberta Delassandro, when a shout from below told him that Truck 9 was on the job and Capt. Francis Roller was shooting up his longest ladder. Tischler waited for the ladder, although he could hardly see the working firemen through the smoke and flames that were now roaring through the entire building.

When its top pierced the smoke screen Tischler saw that it was waving perilously and that it was at least six feet short of the ledge.

Seeing that there was no time to wait for another ladder, he dexterously swung himself to the top rungs and, as the frame swung back toward the building, he leaped upward and caught the ledge. The ladder slipped out from his feet and for an instant it seemed as if it would crash back to the ground, but it rebounded and Tischler, hanging only by his hands, caught the frame with his feet.

Firemen working below shouted instructions to this "novice" in civilian clothes on the top of the ladder, who seemed, like the clown rider in the circus, about to crash to death in the midst of his tremendous efforts to save the group on the ledge. But the six-foot giant on the top rungs gathered his strength and pulled the heavy ladder close to the wall, where it slipped again and again as he struggled to hold it with his feet.

Up rushed Fireman Steve Mivosky, closely followed by the men of Truck 9, and their weight seemed about to cause the flimsy structure to collapse, but the "novice" held fast.

Then followed a long dialogue while Firemen Kelly and Mivosky tried to make Gangi and his relatives understand that they were to slide to the top rung of the rickety ladder over the broad back of the "novice," catching hold of his neck if they could. With the flames roaring nearer the ledge every second, the Gangis were afraid they would fall, but finally were persuaded to risk a fall.

First Roberta was skidded to safety. She almost fell to the ground, Mivosky seizing her only by a foot.

Then Gangi's sister, Josephine, tried the slide and struck the arms of the waiting fireman.

Gangi's wife, Josephine, weighing about 200 pounds, came next and she seized Tischler so violently around the neck that his hold on the ledge and the ladder was almost broken. He held on with tremendous effort while another large woman, Mrs. Ponchetto Delassandro, came down, followed by Lena Colossi and finally Gangi.

Then the "novice" ordered the firemen to retreat down the ladder so that he could let go of the ledge and trust to luck that a forward flip would throw him on the frame as it swayed away from the building. He did it.

A crowd of thousands cheered the "novice" as he started down the ladder through the heavy smoke, and it was all the police reserves from three stations could do to prevent them from rushing through the firelines to congratulate him on his pluck.

And "Smoky Joe" was at the bottom of the ladder with a promise of reinstatement.

Tischler's hands were bleeding from the grinding on the ledge as he sought to hold the ladder, and he was suffering from strain in the shoulders and arms and bruises on the shins and feet where he had clung to the ladder, monkey-fashion. He drove off in his car, refusing medical attention, as the crowds cheered him. He went to his home at 7 West 114th street.

Deputy Chief Martin said that heavy loss of life would have occurred had the fire started late at night, when all the tenants were home, because it had great headway before the first alarm was turned in. Most of the tenants were out during the evening, and none discovered the fire in the flat of Miss Mary Goldfarb on the fourth floor until Gangi, feeling heat in his fifth floor rooms, opened the hall door. Trapped, he couldn't give the alarm.

"My heart and soul are in the department. I would give years of my life to get back, although I am making more money in my present employment than I could ever hope to if I became a fireman again," declared Louis Tischler.

"Ever since I was dismissed eight months ago," Tischler said, "I've been trying to get back. I was dismissed for striking my superior officer, but I was acting under extrem provocation. The man, who has since retired, vilified and humiliated me before my companions and I lost my temper."

Deputy Commissioner of Accounts Harry Klein told a World reporter that a rehearing of Tischler's case had been held June 4 by Commissioner Hirshfield, at which Commissioner Drennan was present. In his report, Klein said, Commissioner Hirshfield recommended that Tischler either be reinstated or retried.

Acting Fire Chief Martin said the department could take no steps in the matter until the full report of the fire in Forsyth street had come in, and even then the question of reinstating Tischler was up to the Commissioner. All he could do was to recommend it.

J. Barron, 116 Forsyth street, syrup manufacturer, who got up the petition for Tischler's reinstatement, said he had 1,000 signatures, and expected to get at least 2,000 more.

Mayor Hylan and fire officials were reported later to favor reinstatement to the fire department of Tischler, as a reward for his acts of bravery. East side business men signed a petition asking for his reinstatement, but it was said this effort probably will not be necessary, as official action toward restoring him to the department will be hastened as the result of the rescues he made.

"I understand that Mayor Hylan some days ago took under consideration Tischler's application for reinstatement," said Deputy Chief Joseph Martin, acting head in the absence of Commissioner Drennan.

The Sun in an editorial said: "Such deeds are something more than circus performances. They give all citizens a feeling of gratitude and of deeper security. New York has many men both now in service and in other occupations who are actuated by a like spirit and would prove it if occasion offered. Once a fireman always a fireman. It is said that Tischler left the force under more or less of a cloud. If so his case might well be reconsidered and the later action weighed against demerits of any but the most serious kind."

Cash Awards to Firemen

Newcastle town council has granted monetary awards and promotions to Supt. Burrows, officers and firemen in connection with the recent Cross House film fire. The Society for the Protection of Life from Fire has also presented silver and bronze medals and certificates. — Fire, London, Eng.

Non-Pensionable Pensions

The widow of Fireman F. T. Burchell, London Fire Brigade, whose husband recently died of apoplexy, has been granted a pension of 26 pounds per year under the new scheme of pensioning widows of non-pensionable firemen. — Fire, London, Eng.

FOUND CHIEF IN MORGUE

Chief Daley of Brockton Tells of His Experiences at Toronto Convention

The Enterprise of Brockton, Mass., says:

"Don't go to Toronto and tell the people there that America won the war, for you can pick a fight very easily if you do," is the caution of Fire Chief William F. Daley upon his return from attending the convention of the International Association of Fire Engineers in that city.

Several instances came under the attention of Chief Daley which he regards as significant of the feeling between the United States and Canada.

"It is probably the fact that Toronto had 16,000 casualties in the war and they cannot get over the fact that it would have been less had the United States entered the war earlier," says Chief Daley. "They felt they were left to do most of the fighting without any assistance.

"They also do not like the idea of our money being worth more than theirs and do not hesitate to show their feelings. One can get into argument with them at any time.

"One of the features of the convention was the 45-piece band brought up from Minneapolis by Chief Ringer. When he first organized the band there were only two firemen who could play and eight who could read music. They did not have a cent for the trip to Toronto but the chief appointed 16 teams of two men each and sent them to the people to ask subscriptions to finance the trip. They raised $19,000. They gave a concert each night at the King George Hotel and each day at the convention, which was held on the exposition grounds.

"The Toronto exposition grounds are quite wonderful. It was there the convention meetings were held and everyone was impressed. The grounds are three times as large as our Brockton fair grounds and the handsome buildings are permanent.

"There is a half-mile track and the grounds border on Lake Ontario and are always well cared for. There was a city picnic while the convention was in progress but one would hardly have noticed it. While we were there they were planning an exposition to last from Aug. 27 to Sept. 11."

Chief Daley spoke highly of the convention but stated that the resignation of Chief Kenlon of New York City as president, because of the controversy over the selection of the officiating clergyman, tended to put a dampening effect on the program.

Chief Kenlon last year had named committees to bring in reports on standardization of salaries, apparatus, strength of companies, drills and training, building ordinances and several other subjects that were of much importance. There were round-table talks, however, on several important subjects, including the use of 3-inch hose with 2½-inch couplings, education of school children in fire prevention and endorsement of the work of the boy scouts. The convention indorsed the boy scout movement and voted to lend their support.

Chief Stanton of Norwich, Conn., led a talk on the use of 1½-inch hose in fighting fires. He recommends the use of various sizes of hose to fight fires, the size of the hose to be determined by the character of the fire. He states it eliminates excessive water damage.

The chief spoke of the difficulty the fire apparatus exhibitors had in showing their products. The pieces of apparatus were held up for quite some time in the customs and it was forbidden to drive the apparatus off the exposition grounds. One of the exhibitors broke the rule by driving off the grounds and officials in Toronto declared it would go hard with him.

Chief Daley spoke of the sad event of the convention, the death of Chief Michael J. Moriarty found in a Toronto morgue after he had died in a hospital. Chief Daley assisted in shipping the body home. Chief Daley was accompanied by Mrs. Daley.

TWO-PLATOON SONG

A Fireman's Melody by Mr. Files That May Bring Some Tightwads to Their Senses

In our great fight to drive out the "bum" system of continuous service from all the fire departments of the United States and thereby lift the occupation of a fireman onto the modern plane of a civilized white man's work with hours reasonably regulated by law, Fire Service welcomes the aid of art, literature and the Muses, and in fact of anything else that will help to put this infamous system of slavery down and out once and for all.

In this respect we must extend congratulations to Harry N. Files, Secretary of the fire department of Litle Rock, Ark., who has written an excellent two-platoon song entitled "The Fire Fighter's Last Good-bye." The words and music are published by himself and the song is dedicated to his wife and boys and to the International Association of Fire Fighters.

This is not the first venture of Mr. Files as a song writer. He is an experienced hand at the composition of sentimental ballads which have enjoyed no little popularity. Among the most notable of these have been: "Only a Picture of a Brown-Eyed Girl," "Nell and I," and the "Portrait of My Mother."

"The Fire Fighter's Last Good-bye" is a haunting melody, and the words are as follows:

A fireman is standing in his little cottage door,
He is bidding wife and babes a fond good night,
Duty calls him away from home both night and day,
For we know not when the fire fiend he must fight.
After kissing them again and giving all a fond embrace
He's off upon his way down the street;
"Bye-bye, papa," he can hear from his boys he loves so dear,
While he's thinking of this home, to him so sweet:

Chorus:

In that little cottage door stands the wife whom I adore,
The idols of my heart are playing near,
There is happiness supreme, for this home is like a dream,
There's nothing in this world to me so dear.

That night when all is still and the city seems asleep,
He is dreaming of his loved ones, home alone,
The alarm loudly sounds and out of bed he bounds,
With sirens sounding, down the street they're gone.
When the stubborn blaze is conquered and to station crew returns,
Another "boy in blue" has passed away,
His noble life he gave, others' property to save,
Ere he closed his eyes friends heard him softly say: Chorus.

In conversation with a friend recently Mr. Files said:

"I have tried to picture to the public something of the life of a fireman and what his life sometimes means to his family, especially those loved ones who see very little of him, and am hoping the song may do some good toward bettering conditions for the 24-hours men by causing the public to think a little of what home-life means to them. I also hope to see at least one real fireman song successful and sung all over the country. Although I haven't the finances to push this before the public as the big publishers can do, with the assistance of the firemen I am going to introduce this one all over the country. And I think it will be liked, as the music is very pretty."

It was once said: "I care not who writes a Nation's laws if I can only write its songs," and there is a good deal of force in it.

Wherever communities are not amenable to reason and self-interest on the two-platoon question and obstinately stick to the old-fashioned, obsolete and costly system of continuous service in their fire departments, it is possible that this song might bring them to their senses.

Maybe some Rubes and tightwads on hearing it would undergo a softening of the heart and straightaway vote for firemanic progress! And thus would Music lend its help to material advancement!

Copies of the words and music at 20 cents may be had direct from the author.

Chief Casey's Views

The $240,000 latest improved Gamewell Fire Alarm System being installed will be in operation about January 1 in Troy, N. Y.

New three-way connection fire hydrants are replacing the old type hydrants.

Inside of another year it is anticipated that Troy will be completely motorized and that the entire department will be a paid service operating under the two-platoon system.

In a recent interview with a representative of Fire Service, Chief C. A. Casey, of the Troy Fire Department, strongly favored fire prevention laws being enforced by the fire departments in all cities. He said that inspection of all buildings and fire prevention and fire protection equipment, in all buildings, should come under the supervision of the fire departments.

Chief Casey further stated that all amusement places, theatres, etc., should be compelled to discontinue sale of tickets when seating capacity had been sold out at each performance.

Inspection of all buildings by the fire department under direction of chief, would, he said, give members of department knowledge of buildings and in fires there would be fewer accidents and fewer serious conflagrations.

He advocates more fire hydrants and believes the chief should designate type to be installed as the fire department is held responsible for the condition of hydrants. Since fire hydrants were originally intended for fire fighting they are, he claims, the property of the fire department.

FIRE SERVICE

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"Paper and Ink"

Continuing his war against the newspapers, Chief Kenlon told the Toronto Convention that all the fire papers consisted of was "paper and ink."

It is not quite clear just what Chief Kenlon expected to find in a newspaper. Does he expect when he unwraps his weekly issue of Fire Service, to find that it contains a package of cigarettes or a pound of butter? Perhaps he thinks it will be a kind of "hot dog" containing two slices of bread and a sausage between?

And the strange fact is, in spite of the discovery of Chief Kenlon, that several million people in this country buy newspapers every day and will keep on doing so, although all they get physically in return for their money is paper and ink. But if you ask these people why they waste their money on paper and ink, they will smile incredulously at you and tell you that what they are buying is not paper and ink, which they throw away, but ideas and information, which they keep and utilize. It may be that Chief Kenlon has no use for ideas and information, knowing everything, but that is not the case with the great mass of people, who are not so fortunate.

And, moreover, there is a resemblance between this idea of Chief Kenlon and that of the Germans, when they began the war. They then described the Treaty Guaranteeing the Neutrality of Belgium, as "a scrap of paper." And so it was. But they disregarded the writing on this paper, which aroused the whole civilized world against them. It turned out that what was important was not the paper but what was on it, what it meant in a moral sense.

The Declaration of Independence is only paper and ink. So is the Bible. The Constitution of the United States is only a piece of paper with something written on it.

Go into a great library and all you can see is paper and ink, but if you look with your "mind's eye" you will see yourself surrounded by the finest society in the world, by the greatest scholars, statesmen, philosophers, poets and sages of all ages, who are immortal not because of the pieces of paper they left behind but because of the ideas and information they thereon indited.

But apparently, according to Chief Kenlon's view, all books, papers and magazines are useless and ought to be swept away. Perhaps he would rejoice to see the Public Library with its several million dollars worth of books, burn up.

A store of cabbages would be more valuable!

Welcome to Indiana!

The new Indiana mandatory two-platoon law will add about 20 to the imposing list of the 363 cities that have placed their fire departments upon the modern basis, including Indianapolis with a population of close to 300,000.

But it is by no means an ideal state-wide law, as its operation is limited to cities with over 15,000 population. If the minimum had been placed at 5,000 instead of 15,000 population more than twice as many cities would have been added to the list.

For it may be taken as a good general rule that the new laws for the unification of the fire service should apply to all paid fire departments in cities over 5,000.

As is well known, the small fire departments form the great majority in this country. The big fire departments are the exceptions, and we should seek to extend our reformatory legislation to the largest number rather than restrict it to comparatively large departments, thereby excluding from its benefits great numbers of small fire departments which are fully as deserving of its application

But we take it for granted that Indiana, as soon as it has found out by actual experiment how good a thing the two-platoon system is, will remedy this defect, and pass another state-wide law admitting into the chosen circle all fire departments within its borders in cities of between 5,000 and 15,000 inhabitants.

Indiana, on the whole, is to be congratulated upon taking this great step forward in the march of firemanic progress. It is now one of the admittedly progressive states, one of the leaders in reform — enlightened, forward-looking and constructive.

It takes its proper place beside such great states as Ohio, Pennsylvania, Oklahoma and others that have made two-platoons compulsory in all fire departments, and which we hope will soon be joined by Colorado, New York and Louisiana.

Let the good work go on!

"Natural Fighters"

There have been 57 varieties of explanations as to the real cause of the disreputable imbroglio that nearly broke up the Toronto Convention and might have disrupted the Chiefs International organization, but among the most original of these is that of the New York Evening Telegram.

It implies that Fire Chiefs are not grown up men at all but are boys of larger growth engaged in playing marbles in the mistaken idea that they are fooling with statesmanship.

The cause of this, says the Telegram, is "the innate conservatism of the fire service," which is a polite way of saying that it is away behind the times, that it never grew out of its swaddling clothes in which the end of the Civil War found it and that mentally it is governed by the traditions of the days of the hand tubs, of rival volunteer organizations and of the robust manhood, mixed with whiskey, that made the old-time fireman a hot potato where his personal dignity was concerned.

These original firemen, says the Telegram, "established the standards of the fire service" by stopping on the way to a fire to fight among themselves, and that to the company that won the fight belonged the honor of then proceeding to the blaze to put it out. Indeed, there are records of inter-company fights between rival organizations taking place on the roofs of burning buildings in full view of an admiring audience in the street, the while heroic Chiefs bellowed challenges through trumpets at each other as their lusty followers struggled to vindicate their offended dignity.

The true fireman, says the Telegram, is a fighter by nature, and that if he is not fighting a fire he is only satisfied when he is fighting something else, entirely regardless of the merits of the question at issue.

On behalf of the present day fire service, with its paid and organized departments based on Civil Service, its scientifically arranged and legalized two-platoon system and its motorized apparatus that has almost pushed the horse off the stage, we wish to inform the Telegram that while its "explanation" is picturesque and interesting, its knowledge of conditions is derived from ancient history.

It is true that firemen are natural-born fighters but this is not because of any traditions of the craft but because physically they are the pick of the picked, with their natural courage artificially stimulated so as to make them equal to facing the greatest dangers without a tremor.

And the modern Chiefs do not fight among themselves, either in public or in private, but are thoughtful, dignified men as far removed from the old-time Chiefs in their manners and mental processes as their apparatus is different from the crude machines of olden times.

Let the Telegram investigate and it will find that while the fire service may have been asleep for a time it is now awaking to modern conditions and catching up with the procession of progress. Its weird "explanation" does not fit the known facts of the case in question.

Why Toronto Was Chosen

Toronto (Canada) is "wet." Is that the reason the International Association of Fire Engineers (U.S.A.) is holding its 1920 annual conference there? Anyway, it's a fine compliment to a grand city with a mighty good fire department.—Fire, London, Eng.

"ADDED BENEFITS TO THE CITY"

What the Two-Platoon System Could Do in Trenton

The State Gazette of Trenton, N. J., says:

While no decision was reached at a conference, it is regarded as a certainty that the city commission will devise every means whereby the local fire department will have granted their petition for a two-platoon system of employment in this city.

Mayor Donnelly and Commissioners La Barre, Lee and Fell are known to favor a change from the present plan. Commissioner Page has not expressed himself one way or the other, but the feeling is that he will stand by the cause of the firemen when the time comes for a final determination of the question.

The conference was devoted to a discussion of the means by which the plan can be put into operation. The majority seemed to favor going ahead with the necessary ordinance, which, upon its introduction, would give the voters an opportunity to approve or disapprove the system by circulating a petition for a referendum.

The law provides that a petition containing 15 per cent of the electorate must be filed within ten days after the introduction of the ordinance to bring about a referendum. If this is not done, the ordinance would become automatically operative in three weeks.

It is not believed that the voters this year would put up a fight against the firemen. With the commission favoring the plan as a means to increase the efficiency of the department, and therefore bring added benefits to the city, it is regarded as most unlikely that an attempt would be made to kill the measure.

Should there be a referendum, however, both Mayor Donnelly and Commissioner La Barre declare they will exert every effort to obtain a victory for the firemen.

Mr. La Barre presented figures to the other commissioners showing that there would be an additional assistant chief, one extra battalion chief and seventy-five other firemen, including drivers for the assistant and battalion chiefs. The maximum strength of the average company would be seven men, and that of the larger companies eight men on duty at all times.

"A STEP FORWARD"

How Two Platoons Increase Efficiency and Give Better Fire Protection

The Sentinel of South Norwalk, Conn., says:

Considerable curiosity is expressed as to who the four appointees will be at the session of the common council on the Fire Department in order that the two-platoon system may be established beginning September 1.

Councilman Charles A. Volk will, in all probability, as committee on fire, present the names of the four men for action by the council.

Three of the men will be stationed in the First district firehouses and one will be stationed in the Mayflower Hook & Ladder Co.'s quarters in the Third district.

The two-platoon system will mean that there will always be a man on duty at any of the firehouses, or at least that there should be, so that in the case of still alarms the apparatus may be taken out, the alarm sounded, etc., and also so that the houses may be properly taken care of.

In times past there have been a number of fires occur in the Third district during the meal time of Mort Roberts, the regular man stationed there. Mr. Roberts has been away from the quarters of the fire company and valuable time has been lost by having to telephone to the Central Fire station, a man sent to the Third district and an alarm sounded there.

This meant that in case the fire was a serious one that it would make considerable headway before the arrival of the firemen.

The new system will do away with all of this, and is a step forward in the right direction.

ENGINE HOUSE ROMANCE

How the Boston Fire Department Located Heir to Fortune in Former Chief Byron

John T. Byron, former district chief of the Boston fire department, and his sister, Mrs. Mary P. Allen, wife of Charles H. Allen of Roxbury, together with a brother in West Virginia and a sister in New York, are believed to be heirs of the $500,000 estate of Miss Mary E. Rowland, a cousin, who died recently in San Francisco. Efforts are being made to establish the relationship entitling them to the fortune.

According to a telegram received in Boston from a San Francisco lawyer, trustees under the will have been searching for heirs, and any claimant for the estate should file notice in the courts before Aug. 21. Chief Byron expects to receive information telling him that he and his brother and sisters are entitled to share in the property.

The fact that a search was being made for heirs in Boston was discovered by a fortunate coincidence in a West Roxbury fire house, when Chief Byron paid a visit to Engine 30's house, where he met Capt. Battis of Engine 45, acting chief of that district.

Acting Chief Sennott received a telegram asking his assistance in locating a member of the department who was a son of a woman whose maiden name was Burns and who was believed to be the only heir to the estate.

The message stated that the man was a relative of Miss Mary E. Rowland, who had recently died. Information concerning the relative of the deceased woman was to be sent to E. J. Loghery, San Francisco. Accordingly, Commissioner Murphy issued a general order which was read to all members of the department at roll call. In West Roxbury the notice was sent to the various houses by Acting Chief Battis.

During his call at the engine house Chief Byron was informed of the telegram, and immediately recognized the name as that of his cousin, and announced that he was the one sought. This information was transmitted to Chief Sennott and forwarded to San Francisco.

At his home, 15 Chilton street, West Roxbury, where he lives with his daughter, Mrs. R. M. Whittet, Chief Byron said that he was satisfied of the relationship and that if he and his brother and sisters proved to be entitled to the estate, he would make a trip to the coast to protect the interests of his relatives.

He said that his mother's sister was married many years ago to a man named Rowland, and in 1848, the couple moved to California, settling in San Francisco.

Rowland entered the real estate business, becoming one of the leaders on the Pacific coast, reaping millions from his operations. He became the owner of valuable lands in the business section of the city, but lost a large sum of money at the time of the great earthquake, because of the inability of the insurance companies to pay the losses.

Chief Byron said that there were two daughters who survived their parents, and in 1916, Miss Mary Rowland visited him and his sister. He is of the opinion that after her return to her home she told of her visit to Boston and mentioned particularly her cousin of the fire department, and when her trustees sought the heirs, his was the only tangible clue on which they could work.

Chief Byron is one of the best known fire fighters in Boston, having been connected with the department for 34 years. He retired in 1913, when district chief, with headquarters on Warren avenue.

He is at present special examiner for the civil service commission, having charge of all examinations of fire department applicants in the state.

Mrs. Allen, the wife of Charles H. Allen, formerly in the express business and associated in the firm of Allen & Fox, lives at 10 Rockville Park, Roxbury.

Canadian Chiefs' Convention

At the annual convention of the Dominion Association of Fire Chiefs at St. Thomas, Ont., Aug. 6, Deputy Commissioner Thomas Heath, of Saskatoon, was elected president. He had been vice president. Three Rivers, Quebec, the home of Chief Berthiaume, retiring president, was selected as the place of the next convention.

Other officers elected are first vice president, Chief James Smart, Calgary; second vice president, Chief J. E. Carlisle, Vancouver; secretary, Chief James Armstrong, Kingston (re-elected); Chief J. A. Keyes, Galt (re-elected).

Following favorable report by a committee appointed to investigate the proposal, the convention voted in favor of the establishment of a fire chiefs' training college at Ottawa. Technical assistance of Government experts will be available there, it is understood.

Branch colleges may be inaugurated later, but the proposal is so far experimental. Men in training will be members of the Ottawa Fire Department temporarily.

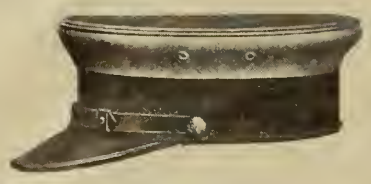
China Beats America

Shanghai Fire Brigade has been experimenting with wireless telephony for some months, a wireless set being installed in the fire station. Messages to and from ships are easily transmitted and received, but the primary purpose of the experiments is to establish communication with sections of the fire brigade working at outbreaks of fire in the district. — Fire, London, Eng.

Mt. Pelham, N. Y. — Election to be held on appropriation of $10,000 for motor ladder truck.

FIREMEN'S CAPS

This "Superior Quality" Cap is a very popular style.



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Webster, Mass. — Chief Noonan recommends installation of modern fire alarm system.

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SERVICE NEWS FROM EVERYWHERE

New England States

The skeleton of a man, believed to be that of a body used for medical research work by the Harvard Medical School, that formerly occupied the site, was discovered by workmen digging in the cellar of Engine 26, Mason street, Boston. The skeleton was found while the workmen were engaged in enlarging the foundation of the cellar. From 1830 to 1860 the Harvard Medical College held its clinics and classes in a building on this site.

Alderman Michael J. Lee of Concord, N. H., speaking of agitation in favor of additional police officers, says he will vote against any ordinance for the creation of new jobs. Mr. Lee takes the ground that there are enough officers in the Police Department to do all the work and that the city is in no position financially to enlarge the police force. If there are not men enough on the force to cover Warren street, he suggests that members of the Fire Department could be used to guard Warren and State streets, and he says the firemen would appreciate the chance to serve the public in this way.

Preparing to take a wallop at the high-cost-of-living, Mayor Ashley of New Bedford has ordered another consignment of United States army food supplies to be sold to New Bedford householders at cut prices. The consignment includes 10,000 pounds of strip bacon, 2,500 pounds of corned beef and 2,500 pounds of corned beef hash. The food will be distributed at the fire stations, the same as the government supplies which were sold last year. Chief Dahill, who has been placed in charge of the sale, said that the bacon will be offered at 25 cents a pound. It is packed in tins, twelve pounds to a can and six cans to a case. Each purchaser must take at least one tin and the price will be $3 a tin. The corned beef and hash are packed in one pound cans. The beef will be sold at 30 cents a tin and the hash at 25 cents. The goods will be placed on sale as soon as they can be delivered at the fire stations. The time of the sale will be announced. Chief Dahill pointed out that as the consignment is smaller than those received last year, the goods available at each fire station will be limited.

Members of the Boston department will receive 437 overcoats, 272 blouses, 536 pairs of trousers, 424 caps and 547 rubber coats in the near future. Mayor Peters has approved a contract for furnishing the new clothing. The cost will be $36,282.40.

Chief Reuben D. Weekes of the Providence fire department recently found on the lawn of his premises at 181 Doyle avenue an Odd Fellows charm which was lost there by John Hawkes 15 years ago when Mr. Hawkes and family occupied the place. The emblem was presented to Mr. Hawkes by Narragansett Encampment and was much prized by him. He belonged also to Eagle Lodge, which he joined soon after its formation. When the charm was found by Chief Weekes, the outside cover had rusted off, but the inside part contained a slip of paper bearing the name of Mr. Hawkes. This enabled the Chief to restore the long missing token to Mrs. Frank H. Turner, a daughter of Mr. Hawkes.

The charge made by a large taxpayer in West Springfield, Mass., that the fire alarm system is not kept in the condition it should be, resulting in the alarm boxes becoming rusted so that in case of a fire it is impossible to open the box doors and turn in an alarm, is absolutely denied by Chief Jones, of the Fire Department. Chief Jones is highly incensed and wishes it to be announced that if any citizen, including the man who made the charges, cares to inspect any alarm box in the town he may do so and the chief will accompany him on the tour of inspection. Chief Jones said that he believes in constructive, but not destructive, criticism. He is also willing to hear any suggestions made by any citizen which will increase the efficiency of his department. Commenting on the charges made by the citizen in question that the alarm box near the Ramapogue Ice Co. at the time of the recent fire which destroyed that plant, was rusted, Chief Jones said that it was impossible for any alarm box to rust because they are made of brass, which cannot rust. The fire alarm system is in better condition today than it has been for three years, according to the chief. Although working at a disadvantage due to the depredations committed by the rowdy element in different parts of the town, such as breaking the glass in the boxes and opening the doors and turning in false alarms, the chief said that the alarm system is kept in good condition. He also said that the depredations of rowdies keep the members of the Fire Department worried all the time.

Albert Edward Lamb resigned as a member of Hose Co. No. 2 of Greenfield, Mass., fire department, after 44 years of service as a fireman. Mr. Lamb is in his seventy-eighth year and has been a resident of Greenfield since coming from Vernon, Vt., his native place, in 1876. Immediately after locating he joined the volunteer department and has served continuously since then, receiving compensation of 50 cents per hour only when fighting fires or answering an alarm for many years before the district voted to pay the men an additional sum.

A meeting of the men interested in the promotion of the Citizen's Firemen Relief fund movement of Haverhill, Mass., which was started last spring and was discontinued temporarily during the summer months, will be called at the Central fire station in the near future and steps will be taken to incorporate a body to make the organization legal and permanent. The goal striven for was $20,000. About $9,000 has been secured by canvassing and subscriptions. The firemen and citizens interested in their welfare believe there will be little trouble in securing the desired quota of $20,000 and that a new drive which will be inaugurated will be sent over the top this fall. Attorney Ransom Pingree is preparing the necessary papers for incorporation.

Residents in the Tower Hill section of Lynn, Mass., especially in the vicinity of Myrtle, Boston, Ashland and Gardiner streets, are wrought up because the fire bell on a West Lynn church has been recently removed. For years it has been the custom in the Tower Hill section to have the bell in Trinity M. E. Church, Boston street, sound the number of the alarm. Boston street, from the Tower Hill engine house to Myrtle street, is a dangerous incline and when apparatus from fire headquarters comes down hill there is not much time to be spared in getting off the streets. When the mortgage was recently burned at the Trinity M. E. Church, the official church board were of the opinion there was no need keeping the fire alarm system at the church, for which the church received compensation from the city each year. As a result of their decision, the system was taken away, thereby leaving

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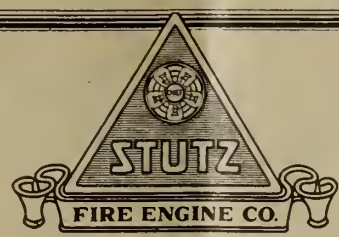

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McDonald, Ohio — Bond issue of $100,000 for fire station and apparatus voted on.

Buffalo, N. Y. — $10,000 for fire alarm boxes will be spent.

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the westerly section with no bell to sound an alarm. For years the Trinity Church bell sounded out the alarm. Councillor Frederick W. Ryan states that he will look into the matter immediately and see if there is an opportunity to place the bell on some other public building in that section of the city. West Lynn folks wish to know when there is an alarm, if for no other reason than for warning purposes.

False alarms of fire are becoming far too numerous in Danbury, Conn., and the fire and water committee of the common council announces that it will offer a reward for information leading to the arrest and conviction of any person sending in such an alarm. In some instances in the past it has been ascertained that children have tampered with the fire alarm boxes and considerable leniency has been shown in cases in which arrests have been made. In the future, however, the city will ask for the imposition of severe penalties in all cases in which convictions are secured. The sending in of a false alarm of fire is always held by courts to be a serious offense. The calling out of the fire apparatus entails considerable expense upon the city and at the same time creates a source of danger that is usually taken into consideration in dealing with false alarm cases, in addition to the attendant inconvenience and annoyance.

John M. Gallagher of Taunton was elected as president of the Massachusetts Permanent Firemen's Association at its annual convention in Alhambra hall, Worcester, Aug. 10. The convention was attended by 250 delegates from all parts of the State. Other officers elected included: Joseph McCann, Woburn; John F. O'Brien, Salem; Daniel J. McCarthy, Brookline, vice-presidents; Thomas F. Powers, Worcester, secretary; Ernest F. Slattery, Fitchburg, treasurer; Fred Gould, Boston; Michael Clancy, Chicopee; M. Joseph Manning, Milton; Thomas Manning, Lawrence; William Gray, Springfield; Fred Bottomley, Haverhill; Thomas Burke, Fall River; George M. Gately, Holyoke, directors, and Daniel J. Hannon, Peabody, sergeant-at-arms. Capt. E. F. King of Lawrence started the ball rolling in the interest of more and better schools for firemen, telling of the training classes in Lawrence, while Capt. J. F. McEnroe of Springfield gave an interesting talk on the work in Springfield, comparing the present day fire-fighter of the city with the one preceding establishment of the schools. Both speakers stated the schools now being conducted in many cities of Massachusetts were doing splendid work, but were not of sufficient number, compared to the work to be done, nor were they as thorough as the officials and the firemen themselves would like to have them. Mayor Peter F. Sullivan welcomed the convention and extended to the delegates the freedom of the city. Chief Wesley N. Avery of the Worcester fire department extended welcome in behalf of the Worcester firemen, who are hosts to the convention. Responses to these welcomes were made by officers of the association. A pleasing feature was the presentation of a gold watch and chain to John Kelly of the Lawrence fire department, for some time president of the association, in appreciation of valuable and faithful service to the organization.

Volunteer firemen who have joined the fire department of Norwalk, Conn., during the past year, may be given an opportunity to become more efficient in the fighting of fires when fire drills are again put in practice. These drills, which have been held for the past two years by the department during the summer months, have done more to increase the efficiency of department than all the theory found in books that deal with fire fighting. The new men are given the opportunity to learn by actual practice rather than by theory how to fight fires; how to couple lengths of hose and scale ladders with the highest degree of skill. During the past two years the older members of the companies and the new members, on every Monday night when the bell gave the 8 o'clock stroke, the apparatus with the men on it would fly out of the station as though answering an alarm. A site where the drills were to be held had previously been selected by the chief and the captains of the companies and they were the only people who knew the destination of the firemen.

Middle Atlantic States

The Philadelphia Ledger says: "Philadelphia needs a bureau of fire prevention with at least 100 men if the fire losses are to be decreased materially, according to Fire Marshal Elliott. The marshal had just been asked concerning the causes of the recent serious fires. The present system of fire prevention inspection, the marshal said, was all right in its way, but there were not enough men to operate it properly. 'It is hard to explain the cause of fires,' said the marshal. 'Like murders, robberies and other crimes, fires, too, seem to come in cycles, and a man would lose his mind if he tried to dope out the reason why several serious fires always occur in rapid succession. It seems to be a sort of tradition that fires come in a series. But the matter of fire prevention is another question. For eight years I have been fighting for a bureau of fire prevention. Year after year Councils have been asked to make appropriation for the carrying out of more efficient fire prevention inspection, but year after year the item has not been included in the budget. It is up to the people to take a greater interest in the question. Mayor Moore and Director Cortelyou are now manifesting keen interest in the fire situation in Philadelphia, and I have more hopes now than ever before that the budget for 1921 will include the appropriation that we have been asking for consistently.' Marshal Elliott then pointed to a situation that seems to reflect seriously on the city's lack of interest in fire prevention methods. 'We have worked out a system of fire prevention inspection in this city that scarcely could be improved,' said the marshal, 'but, as I have said before, the men to do the work are not available. From Toronto, Los Angeles and other cities have come requests for our system of fire prevention. We have seen our system established with adequate working forces in several cities while we continue to operate it on an inefficient basis. I am convinced that with the establishment of a bureau of fire prevention in Philadelphia, the fire losses could be decreased by at least $1 per capita within five years, or less. Such a bureau would need to be manned by at least 100 men. At present there are only fourteen men whose regular duties are those of inspection. Ten of those are fire escape inspectors, who often perform other duties in connection with fire prevention inspection, and four are assistant fire marshals.' Marshal Elliot said there was no fault to be found with the city's high pressure water system, and that it had never failed to function in emergencies. At present most of the fire prevention inspection is done by uniformed members of the fire department who are detailed to the work from time to time. Of these there are between forty and fifty making inspections every day. In connection with the proposed bureau of fire prevention, it would be the marshal's plan to continue the training of firemen in the duties of fire inspection.

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Wilmington, Del. — It is proposed to establish a paid fire department with adequate apparatus.

Warren, Pa. — The Warren Chemical Fire Co. will buy a $9,000 motor fire truck.

fire department the Lawrenceville, N. J., Volunteer Fire Department held a Harvest Home Friday, August 19. People from Trenton, Princeton, Bordentown, Hopewell and Lambertville, N. J., and Morrisville and Yardley, Pa., attended.

Commissioner Preiskel of Passaic, N. J., says: "Boy Scout troops are to be formed and attached to the fire houses in Passaic. We want as many troops of Boy Scouts formed as can be accommodated. I want to offer a prize to the fire house developing the best troop. We want to set the pace and maintain a lead on all other municipalities and really 'do things' in scouting. I cannot think of any work a man could have in which he would be more privileged or be able to render a greater telling service, than the work of assisting in the training of the youth." The troops attached to the fire houses will be specially trained in the prevention of fires, handling of rope lines, etc. Special requirements will be adopted for this branch of the work, with the possibility of the adoption of special insignia for the scouts who become members of such troops."

An order of the New York fire department dated Aug. 18 says: "In view of the fact that Commissioner Drennan contemplates the complete installation of the two (2) platoon system in all companies in the 21st and 22nd Battalions, Borough of Richmond, on Sept. 1, 1920. All members of the Department who are desirous of being transferred to any company in the Borough of Richmond will forward applications for transfer on Thursday, Friday or Saturday of this week—Aug. 19, 20, 21, 1920. In the event of an insufficient number of applications for transfers being received to complete the quota required to install the two-platoon system in this Richmond Borough on Sept. 1, 1920, the number of members necessary will be selected from among those residing in localities adjacent to or most accessible to Richmond Borough."

Southern States

At a regular meeting of the Yoakum, Texas, volunteer fire department held at the fire station the following officers were elected for the ensuing year: Joseph D. Turner, chief; H. Seekamp, first assistant chief; Frank Schoenberg, second assistant chief; G. Kirchoff, treasurer; Walter Afflerbach, secretary; W. A. Newsom, E. A. Palmer and D. J. Shall, trustees, and M. Osborn, engineer. The department has held the first honors in the reel races for five years.

Nearly $1,500,000 is estimated as the loss resulting from the fire which destroyed one section of the mammoth warehouse of the Appalachian Corporation of Louisiana at New Orleans July 31. The fire started at 8 o'clock and a general alarm brought out the entire fire department, which did not get the blaze under control until early the next morning. The burned section was largely filled with sisal, 30,000 bales of which, valued at $780,000, was destroyed. The entire building was valued at $1,600,000, and the section destroyed was valued at $400,000. About $200,000 in other merchandise was destroyed, and it is estimated that nearly $200,000 damage was caused by smoke and water in other parts of the building.

The Arkansas Democrat, Little Rock, Ark., speaking of the Fire Fighters Memorial, said: "Mayor Brickhouse and W. Bert Brooks, who were the speakers, paid high tribute to the dead members of the Little Rock fire department in memory of whom services were held under the auspices of the local branch of the Fire Fighters at Central Station. Both speakers dwelt on

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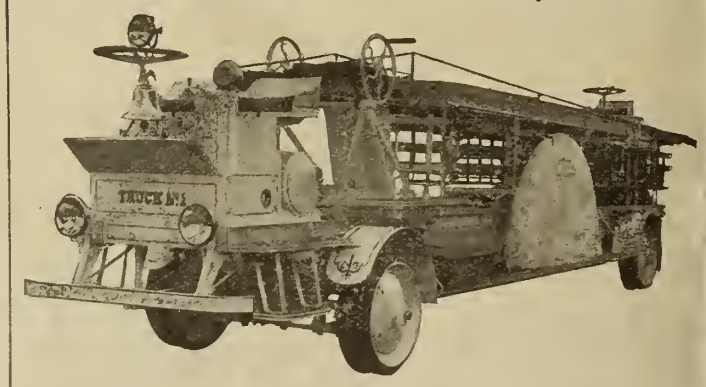

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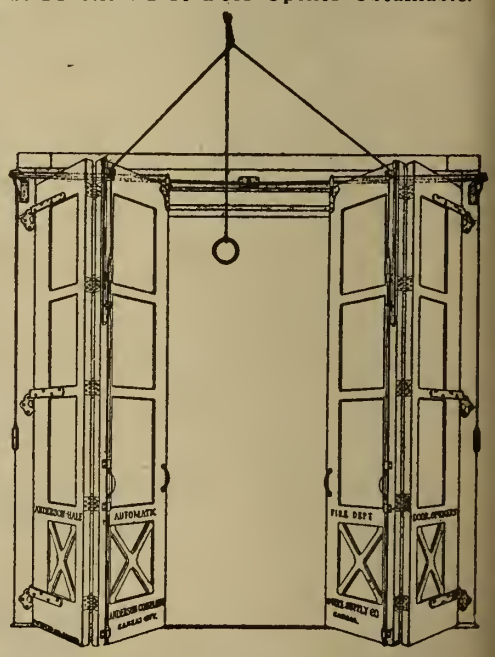

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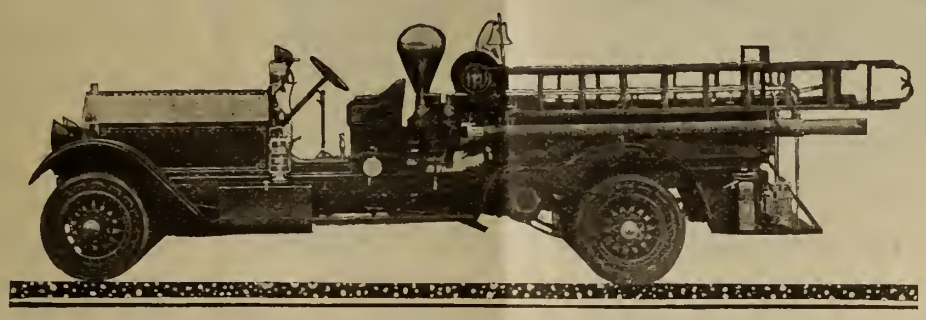

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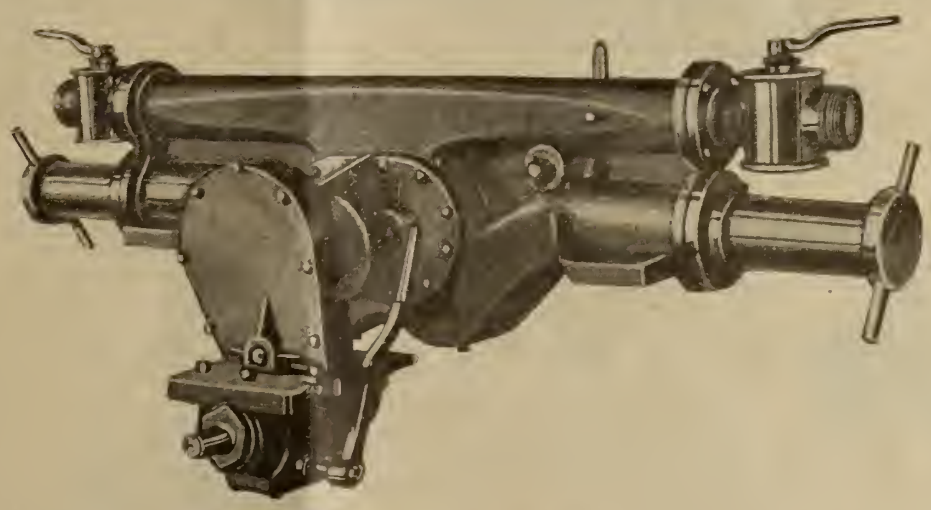

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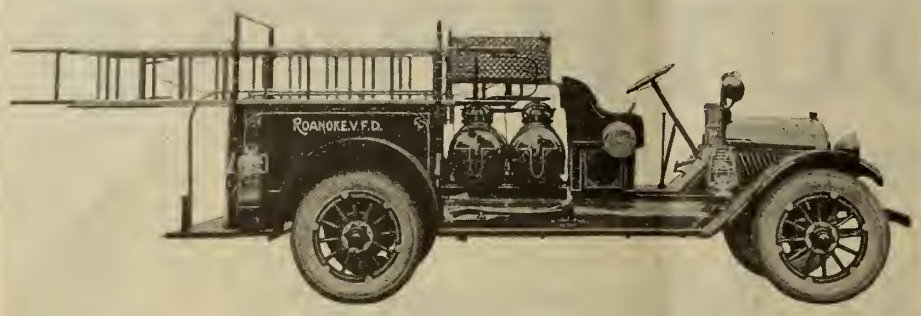

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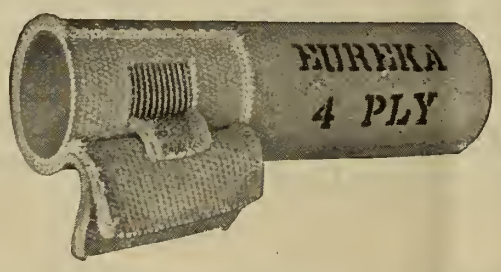

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Lehighton, Pa. — The Lehigh Fire Co. raised $2,000 for motor apparatus.

Bolivar, N. Y. — Fire department trying to raise money for a motor chemical truck.

Desdemona, Tex. — $500,000 fire demonstrated need of a fire department.

Dayton, Ohio — Council considers sale of bonds for $263,700 for fire apparatus.

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the hazardous life the firemen follow, and praised the men for the loyalty they display under the most trying and dangerous circumstances. The fire apparatus was moved out in front of the building, where it stood in readiness in case of an alarm, but none came in during the time the services were in progress. A large number of citizens attended the services. Following the addresses of the Mayor and Mr. Brooks the following program was rendered: Music, Simms' orchestra; remarks by the presiding officer, Asst. Chief Carmichael; prayer by the Rev. J. O. Johnston, pastor of the First Baptist Church; Quartette, "Gathering Home"; music; reading of roll of honored dead, by Secy. T. W. Pate; quartette, "We Shall Know"; music; quartette, "God Be With You Till We Meet Again"; benediction in chorus. The quartette was composed of Misses Laura Longley and Kate Phillips and Messrs. G. J. Francis and Harry N. Files. Mrs. J. L. Hawkins was accompanist for the occasion.

E. I. Ford, general superintendent of terminals of the Chesapeake and Ohio Railway at Newport News, Va., announced that the new fire pumper had been tested and found satisfactory, and would be installed with all equipment at the government fire station on the River Road near the Chesapeake and Ohio railroad station. While it is the property of the railroad, the new pumper will be operated by four men employed by the city and will be used by the city whenever necessary, making an additional company to those already established in this city for the protection of the community from fire menace. Over 1,500 feet of fire hose accompanied the engine and was purchased separately by the railroad. The fire hose is regarded by fire officials as a valuable asset to the new company in that a shortage of hose exists in the city at this time and no more is obtainable until January in that orders must be placed several months ahead of delivery although the payment is not required until the city finds it convenient, according to James D. Bohlken, who at the last meeting of the finance committee was authorized to order necessary hose for the fire department. Already the city has equipment to provide for two more fire houses which are planned to be erected when the new bond issues are available. The city will then have six companies, and fire officials consider that number sufficient for the protection of the city.

Middle Western States

Wisconsin firemen closed their thirteenth annual convention at Green Bay, Aug. 5. They went on record favoring giving a fire prevention lesson in every school once a week. They discussed legislation forbidding the use of shingle roofs in any city in the state but did not act on the matter. They went on record opposing the twenty-two year amendment to the pensioning law but voted not to attempt to change legislation at this time. J. G. Butler and Chief Clancy of Milwaukee were the speakers in favor of this stand. Regarding the two-platoon system the firemen appointed a committee that will draft a bill to offer to the legislature calling for the shifts system in every city in the state.

According to the statement of Fire Chief Joseph Randall, the Duluth fire department is running short handed at present with all indications pointing to this condition being increased unless steps are taken very shortly by the city commission to increase the rates of pay which the firemen are entitled to draw. In the last two months 18 men have resigned from the department to go into other work. The action is directly traceable to the failure of the council to take any definite steps in regard to the

blanket petition presented to them by the fire fighters recently. The petition asked for a raise of $25 a month all around. Because of the shortage of city funds, the council refused to take any action in the matter. "We need three men on the force to bring us up to the minimum requirements at present," said Chief Randall. "The places of the men who have resigned have nearly all been filled temporarily, but the class of men which we want we are not able to get because of the low salaries available." The men who have resigned in the last two months are: Mike Matts, Paul Flynn, John Olson, George Blethal, Ray Collins, Leo Olson, Thomas Dunn, Clarence Gustafson, Earl Vincent, James Clement, Rex Freedman, Thomas Brander, John Bernhardt, A. C. Boyle, H. White, C. Tredeau, N. Dugan and Stanley Walzak.

Three Cincinnati firemen were burned to death Aug. 5 as a result of an explosion of a 1,000-gallon tank of gasoline in a fire at the plant of the Refiners Oil Co. The firemen were carrying a hose into the oil yard when the tank reared 150 feet into the air, crashed to the street, and engulfed the four men in the flood of liquid fire. Two were dead in an instant while the other two staggered from the flaming stream, pleading to be shot. One of these died soon afterward.

Battalion Chief Michael R. Driscoll, reputed one of the richest firemen in Chicago, resigned from the city fire department after thirty-nine years of service. For twenty-five years Driscoll was a battalion chief in the South Chicago district. Much of his fortune, which is said to approach the $250,000 mark, was made in buying and selling South Chicago real estate. Fifteen years ago his wealth was estimated at $100,000 and he cheerfully admitted he was the wealthiest member of the fire department. Since that time, he said, his fortune has more than doubled.

The demand of East St. Louis firemen for 24-hour shifts, followed by 24 hours off duty, was granted at a meeting of Mayor Stephens with the City Commissioners on Aug. 10. The decision followed a meeting of the City Council at which Hunter B. Keith, secretary of the Central Trades and Labor Union, spoke in behalf of the firemen's union. The firemen have been working on 48-hour shifts with 24 hours off. The demands of the firemen's union for a $15 a month increase in pay and a 15-day vacation every year, made before the council July 1, have been laid over until Jan. 1. The request for the shorter shift was brought before the council after Commissioner Leber refused to negotiate with the organization.

Simon Kelleman, Jr. is the new chief of the fire department at Edwardsville, Ill. He is the third son of Simon Kellemen, who has been long identified with the doings of the firemen of the state. It is said that he is the youngest fire chief in the state and possibly in the country. He is 19 years of age and has been a "mascot" of the department since 15 years of age.

The Examiner of Independence, Mo., says: "Independence still has no fire protection. According to the statements of Chief Kinkead and Henry Bostian, chairman of the fire committee of the city, there is not a foot of fire hose in the big new red motor wagons which is less than 8 years old and not a length of hose which would hold a heavy water pressure in case of a fire."

The Herald of Dubuque, Ia., says: "Looking toward a more efficient fire department, City Manager Carr has written to

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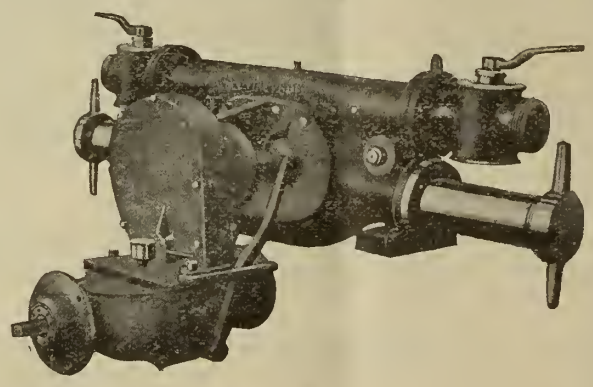

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Oshkosh, Wis. — City will buy additional equipment.

Steubenville, Ohio — Director of Public Safety will buy a chemical combination.

Allentown, Pa. — Council considering motorizing apparatus.

Georgetown, Del. — Firemen raising funds for a new fire truck.

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CHIEF TULLY SAYS: "We have rehearsed with our Browder Net by having our men jump from second and third story windows, and we are perfectly satisfied with results. No Department should be without such a valuable acquisition."
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heads of fire departments in Joliet and Rockford, Ill., for information as to how these departments are conducted. It has been said that these two cities maintain model departments schedules for fire protection. Manager Carr has asked for information regarding the number of people served by each department, the assessed valuation of city property, the number of men connected with each department and the amounts of compensation. He has also asked for the number of fire runs made during the year and the value of property endangered, the nature and number of fire drills held regularly for education of firemen, the sort of inspection which these departments make of buildings, etc."

The Madison, S. D., volunteer fire department which recently was reorganized as the result of a number of members walking out because of differences with the city government, will, it is said, be made one of the most efficient in the state. Mayor James Robertson was elected president of the department. Other officers are: Secretary, George Koch; chief, L. D. Lee; assistant chief, Ray Pfeiffer, Philip Curtis; treasurer, John Harrington.

Under the new ordinance the chief of the fire department of Granite City, Ill., will receive $165 a month; the two fire wardens, or drivers, $156.25, and the three assistant fire wardens will receive $150. The increases will become effective immediately. Formerly the chief received $125, the assistant fire wardens, the same, and the drivers, $131.25. The former salary of the chief, however, was figured on the basis of his connection with the fire department as assistant fire warden.

Western States

Ralph Herrick, recently elected chief of the Eureka, Calif., fire department, is now well seated in the "saddle" and is prepared to show the same or even greater speed in executing his duties. As assistant chief during the regime of Fred Lundblade, he became known as "the man with the quick getaway habit." Almost daily as the chemical engine left its house Herrick leaped from his work bench to his automobile and followed suit, "leaving a long hole in the air to mark his progress." His ability to reach fires did much to win his election as chief.

Benjamin Frank Dowell, veteran chief of the Portland, Oregon, fire department, signified his intention to bring a long career as a fire fighter to a close by making application recently for retirement from active service on pension.

James Dillane, captain of Engine Co. No. 17, was appointed acting battalion chief to fill the vacancy caused by the appointment of Battalion Chief Young to the position of acting chief engineer of the Portland, Oregon, fire bureau. The appointment was made by Acting Chief Young. Acting Battalion Chief Dillane has been a member of the Portland fire bureau for 20 years, and for a number of years was captain of Engine Co. No. 3, quartered at Sixteenth and Washington streets. On numerous occasions Dillane has served as acting battalion chief during vacation periods, or the absence of one of the battalion chiefs. No radical changes of policy or personnel in the department will be made by Acting Chief Young, according to his announcement. Should any changes be made, Chief Young believes that they should be ordered by the person who is selected as the permanent chief.

Members of the fire department of Bellingham, Wash., are inclined to some disappointment, it was declared, because of

the council's action of not raising their pay, but they are hopeful that the governing body may see fit to allow the increases asked if the high court acts favorably on the city's warrant issue. Chief Frank Stearns has compiled a table showing the percentage of increase asked by the members of the department, and he said that all round it is 5 per cent less than the pay that firemen in Everett are receiving. The table follows: Eleven men ask an increase of 8 per cent, they being pipemen, the lowest paid on the force, receiving $115 a month; eight men ask a 10 per cent increase, they being drivers and three-year men; four ask 16 per cent, they being lieutenants; the three captains ask 24 per cent; the two assistant chiefs ask 40 per cent, and the chief asks 100 per cent. The highest paid man in the department gets $125 a month. Actually there is no chief of the department. The ordinance allows the chief $100 a month. Stearns is in reality a captain acting chief. The 40 and 100 per cent increases are said to be due to the reduction in wages in January. With the 100 per cent increase, if allowed, the chief will be getting less than most other chiefs on the Pacific coast, if not actually the lowest paid. The men of the department point out that the laborers in the street cleaning department get $125 a month.

At a meeting of the Silver Bow Park, Mont., volunteer fire department the previous action of the residents of the addition in asking the county commissioners for a loan of $7,000 to equip a fire department was unanimously endorsed. As soon as word is received from the county commissioners of the creation of the fire district work will be started on the equipping of the fire department. The taxpayers of Daly addition, Wilson, White and Silver Bow parks who do not favor the new movement will have a right to protest before the county commissioners. If enough taxpayers protest over the loan to defeat it members of the Silver Bow Park addition say they will organize a fire department of their own.

The city council of Denver passed on first reading a bill providing that $12,479.37 be transferred from the paving division to the police and fire department funds for the purpose of paying a bill incurred through the purchase of cloth for uniforms and overcoats for firemen and policemen. The council late last year passed an ordinance providing that the city furnish cloth for one uniform each year to members of the fire and police departments. The bill did not become a law until too late for making an allowance for this purpose in the mayor's budget for 1920. As a result, a special transfer of funds had to be made to take care of the cloth purchase.

During the Toronto Convention of the I. A. F. E., The Star of that city said: "The most outstanding individual attending the Fire Chiefs' convention is Chief Percy Hoyt, the millionaire chief from Cheyenne who arrived in his private car 'Colonial' and has a suite at the King Edward. Chief Hoyt has a big party with him who traveled in his car."

Bridge Work in Rumania

Owing to the general destruction of bridges during the war, there is an opportunity for American bridge builders in Rumania. There are eighteen important bridges to be reconstructed besides the great bridge over the Danube at Lernevoda, known as the King Carol bridge, 1,260 feet long and 11.4 feet above high water. In addition it is planned to erect a bridge over the Danube to connect Rumania with Serbia.

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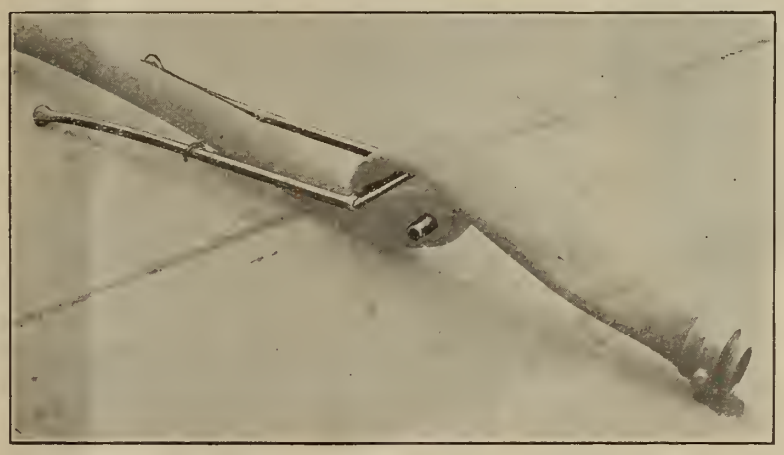
Saves time and worry. Avoids accidents. Can be carried in belt as easily as an axe. Never fails to work.



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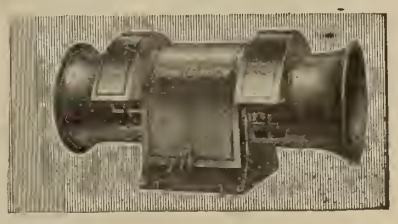

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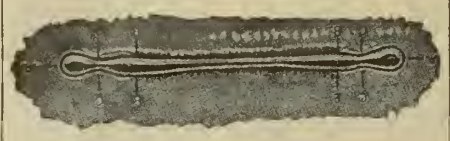

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Fire Engines

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Warren, Ohio — Safety Director Lynn urges purchase of new pumpers and service truck.

SPEED WITH SAFETY is possible if your apparatus is equipped with

Dayton Airless Tires

Write for interesting booklet which tells of all types of fire apparatus tires.

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DAYTON, O., U.S.A.

The Bogota, N. J., Volunteers

Whatever the differences between it and the Bogota, N. J., Volunteer Fire Department, the commission government is having difficulty in straightening them out.

The members of the fire department consisting of about 80 local business men under the former commission government installed motorized apparatus consisting of one chemical, one hook and ladder, and a combination hose. This the present commissioners are apparently satisfied with. But they do not favor installation of other equipment, such as clothing for the men in fighting fires.

The present government consists of Mayor R. W. Purdy, John Kroeger, Chairman of Fire and Water Commission; Councilmen A. McCaig, A. B. Smith, William Lockwood, J. Cunningham, and D. Clark, and cannot seem to agree as regards improving fire fighting facilities and establishment of definite plans for fire protection.

William Lockwood, it is said, is the only member of Council favoring further improvements in the department.

The refusal of council to act on proposed improvements has resulted in opposition from members of the volunteer service. The Board of Fire Officers contemplate, at an early date, an indignation meeting and it is said that this board is due to get a curtain lecture from the Council.

Some of the members object to the butting in of a committee of three, appointed by the mayor, of outside citizens to investigate department requirements and equipment. This committee, the members claim, has had no experience in fire prevention and fire protection. The firemen claim that the Underwriters are the unseen hand behind the whole affair. Especially are they bitter since they reported the Bogota department a second-class fire department when it was previously understood that they were in the first-class.

The men say that "a showdown is coming" and that when the City Government meets they'll have a trump card up their sleeve ready for them. They are determined to find out "who's who in the fire department." One of the members said the question arises whether the fire department is a political and social organization or an association to protect life and property.

Hopes for Platoons

Boulder, Colo., Aug. 9, 1920.

Fire Service,
New York.

Gentlemen — Our department is composed of two motor-drawn combination hose and chemical trucks, one Chief's car equipped with a large chemical tank. We have a crew of eight firemen and a Chief.

We are operating under the old system of a day off every third, but are in hopes that the voters will decide at the coming election in November that the two-platoon system is the best and the most human system for any fire department to work under.

Here is the fire report for the first half year of 1920, which I thought would be of interest to you and your paper, as we think this is an exceptional record for a city with a population of about 13,000.

Boulder had seventeen property fires during the first six months of the year with an estimated damage to buildings and contents of $2,002.50. This was nearly $1,500 more than the damage for the whole of 1919 but is trifling considering the size of the city. There are but few, if any, cities in the United States that show a better record.

The insurance carried on the buildings and their contents, where the seventeen property fires occurred, was $133,700 or nearly 65 times as great as the actual fire loss. The insurance carried on these buildings would indicate that the fire insurance carried in Boulder exceeds a million.

The fires for the six months are classified as follows:

Property fires, 17; brush and rubbish, 8; chimney, 2; false alarms, 9; unclassified, 9; total, 45.

In fighting the fires the department laid 5,800 feet of 2½-inch hose, 300 feet of 1-inch chemical hose; used 121 gallons of chemicals, and traveled 103.2 miles. The firemen worked at the fires a total of 26 hours and 35 minutes. Eleven of the alarms were received from the boxes, 31 by telephone, 3 at the fire station.

Very truly yours,
Emil A. Johnson,
Chief Fire Dept., Boulder, Colo.

Water Supply for Philadelphia

Philadelphia is approaching the limit of its present available supply of water, and Carlton E. Davis, chief of the bureau of water, has recently taken up the matter with Mayor Moore, and under instructions from the mayor has conferred with water works experts on the subject.

Mr. Davis is considering the supply not only for the present but for fifty years to come, and believes that it will be unnecessary to bring water from distant mountains or from points outside of city limits. In addition to the Delaware and Schuylkill rivers, it is suggested that water may be obtained from artesian wells in the southern part of the city, an advantage of which would be that it does not need filtering, while the water from the rivers is far from pure and needs thorough treatment.

Getting a Move On

Fire is now read by more than 10,000 firemen monthly. Would you like the paper to be published more frequently? Write at once to the Editor, Fire, 36-38, Whitefriars street, London, E.C.4.—Fire, London, Eng.

Conference of Salesmen

The sales organization of Pyrene Manufacturing Co. will hold a convention under the direction of general sales manager G. P. Rogers at Hotel Commodore, N. Y., Aug. 30 to Sept. 3 inclusive. J. F. Renick has been appointed sales manager of the Kansas City branch.

Coming Events

Sept. 6 — Rhode Island State Firemen's League. Annual Convention, Oakland Beach, R. I.

Sept. 7-8 — Connecticut State Firemen's Association. Annual convention, Hartford, Conn.

Sept. 13-16 — Pacific Coast Association of Fire Chiefs. Annual convention, Los Angeles, Cal.

Sept. 16-18 — Kentucky Fire Chiefs' Association. Annual convention, Louisville, Ky.

Sept. 16-18 — Oklahoma State Firemen's Association. Annual convention, McAlester, Oklahoma.

Sept. 22-24 — Massachusetts State Firemen's Association. Annual convention, Taunton, Mass.

Oct. 4-6 — Kansas Association of Fire Chiefs. Annual meeting, Hutchinson, Kan.

Oct. 5-6 — Kansas State Firemen's Association. Annual convention, Hutchinson, Kan.

Oct. 5-7 — Firemen's Association of Pennsylvania. Annual convention, Allentown, Pa.

Nov. 16-18 — Fire Marshals' Association of North America. Annual convention, Los Angeles, Cal.

FIRE SERVICE

THE 384th CITY

East St. Louis, Ill., Soon to Put Two Platoons in Operation

The new Indiana law providing for statewide mandatory two-platoons in cities of over 15,000 population added 20 cities to the two-platoon list. East St. Louis, Ill., with a population according to the last census of 58,547, and which is soon to put the new system into operation, therefore becomes the 384th city to go on the two-platoon basis.

The Journal of East St. Louis, Ill., Aug. 8 said:

East St. Louis will join Chicago, Springfield, Quincy and other larger Illinois cities by the adoption of the "two-platoon" system in its fire department as soon as some of the details still unsettled between the city commissioners and the personnel of the department are arranged.

Under the "two-platoon system" the members of the department are on duty straight 24 hours and off 24, but subject to call if needed during the rest period. In the duty period the men are stationed in their respective engine houses for the entire 24-hour period, taking their meals there and not leaving for any reason.

Fire Chief Timothy Donnahue and a committee of the firemen are working out the details of the proposed change of system. One requirement is that the men surrender their present vacation privilege and this will probably be done.

It is estimated that the department can be worked with 60 men under the new system. There are now 73 men on the department, but the closing of Engine House No. 6 dispenses with 12 men. Even by dropping these 12 men the department is still short eight men of the quota it should have under the old system.

It is believed that more efficient work and better service can be done for the city by the adoption of the new rule.

Just when the change is to be made cannot be told at this time. Chief Donnahue said yesterday morning that only a few details remain to be adjusted. The consent of the city commissioners has been secured, he said, and Commissioner of Public Safety Fred Leber said he had given his consent.

The two-platoon system is in use in 330 American cities and has been found satisfactory to the service and the men. This plan is advocated by the firemen's union organization and has been sought by the local firemen for some time.

CONSIDERING PLATOONS

Boston Thinks About Installing the New System

The Boston Traveller says:

Special reports have been made to Mayor Peters by Fire Commissioner John R. Murphy on the establishment of the two-platoon or night and day shift system for the fire department, the commissioner said in denying a report that a trial was already planned at one of the Boston fire stations.

"No definite action has yet been taken here," he said. "My reports have been made to the mayor in the shape of preliminary studies about what has been accomplished elsewhere. New York City a year ago began to make over its fire department on the two-platoon basis with the result that two-thirds of the city is now under that system and the remaining 33 1-3 per cent of the men and officers will soon be established on the same system."

THE "LAST HORSE" AGAIN

Old but Amusing Stunt is Pulled Off Once More in New York

The New York fire department has again demonstrated that you can fool some of the people all of the time and all of the people some of the time.

Because Engine Company No. 47 had at last received a piece of motorized apparatus, they got up a public celebration, at which the Fire Commissioner was present "to bid good by to the last of the fire horses." And in fact they produced five of these animals, which made a run up Broadway to 115th street in the presence of large multitudes, with press photographers and reporters specially invited for the event, while the motor apparatus was installed in their place with solemnity.

Then the New York Tribune broke out with the following editorial entitled "Good By to the Fire Horse":

"With the passing of the last fire horse fades the glamour of the fire engine in the eyes of youth. The insistent outcry of gongs, the thunderous rush of the glittering machine, remain, and to these there will be an answering thrill in the blood. But it was the horses, after all, that gave a heroic touch to the spectacle. The clatter of hoofs is a sound like none other. It awakens atavistic impulses even in the city bred, and there never were and never will be more glorious horses than the Fire Department had. The police horses stir just admiration, but theirs is a milder, gentler order of beauty.

"In the city streets the fire horse was the last symbol of breathless adventure. To see, from the top of a bus, the engines swing up Fifth Avenue was better than anything in the movies. But the small boy had the best of it. Running in a vain attempt to keep pace with the horses, dodging in and out of the lines when at last he had overtaken them, stealing a chance to stroke their glossy necks — bliss was in it that dawn to be alive. All ages will still go to fires, but the new generation will miss the old fierce pomp."

To listen to all of this bunk unsophisticated people would naturally imagine that the New York fire department was motorized, which is very far from being the fact. It is only the part of New York that is in the Borough of Manhattan that is motorized, and Manhattan is only one of the five boroughs forming the city.

As a matter of fact, as everybody in the fire service knows, the New York fire department is not 75 per cent motorized. It employs over 300 horses in drawing fire apparatus, some of it antiquated, in the other four boroughs.

These horses are being hidden away in the outskirts in the hope that people will not see them and the New York papers keep up the illusion that the local fire department is up to date by announcing from time to time that "the last horse has gone." Unfortunately they have been doing this for years and people are beginning to ask how many "last horses" there are in the department.

One of these days, of course, both platoons and motorized apparatus will be fully installed, and then the department will take its place in the first-class along with a lot of other American cities, but until that time arrives it would be just as well to be accurate and to drop the camouflage.

A $90,000,000 Water Supply Project

The East Bay, Cal., Water Commission recommends construction of a 127-mile aqueduct to the Eel river to supply 250,000,000 gallons of water daily to the cities of Oakland, Berkeley, Alameda and Richmond, with an aggregate population of 370,000 people.

This system is considered a desirable alternative to that of joining with San Francisco in the Hetch-Hetchy proposition.

Chief Engineer Philip E. Harroun reports in favor of a system comprising a storage dam, diversion dam and a 127-mile aqueduct including 30 miles of tunnels, 6 miles of concrete conduits, and 91 miles of steel and concrete pipe with a subaqueous crossing two miles long and 600 feet below the surface of Sarquinez strait. It is estimated that this system will cost at least $56,000,000 less than the proportionate share of the cost of the Hetch-Hetchy system, and that the cost of $90,470,000 can be reduced to $82,229,000 by the development of hydraulic power from the supply.

Farmers Want Immigrants

According to Charles M. Gardiner, an official of the National Grange, the general sentiment among U. S. farmers is for the encouragement of immigrants to the points where they are most needed. They should not be permitted to join existing large foreign colonies, some of which promote sedition and anarchy, and they should not include radicals and those of bolshevist tendencies that make the process of Americanization more difficult.

Paying Firemen's Expenses

The Dakota, U.S.A., State Legislature has passed a law legalizing an annual appropriation for firemen's conventions. At present the expenses of fire chiefs at such conventions are paid by the municipalities they represent, but firemen usually have to pay their own expenses. It is good that firemen's expenses are also to be defrayed from public funds, as the public cannot but benefit by the attendance of firemen at fire service conventions.—Fire, London, Eng.

PLATOONS FOR BALTIMORE

Belief That Municipal Authorities Will Install System of Their Own Volition

The Baltimore Star August 10 said:

The Fire Board is now at work on plans for the installation of the two-platoon system and, if the plan is ratified by the adoption of the new budget by the Board of Estimates, the system will be installed in the department this fall.

President Richardson, of the Fire Board, said this morning that the board is at work on the plan and he estimated that the adoption of the system will require the city to employ between 400 and 500 additional firemen.

It is pointed out by the advocates of the system that the money will be well spent, as the efficiency of the department will be greatly increased and the city thereby given better fire protection.

They also say that the men are now rapidly deserting the Fire Department for the Police Department because the members of that department go under the three-platoon system at the first of next year. It is said that 30 firemen have resigned in the last two weeks to accept appointments on the police force.

It is understood that the Board of Fire Commissioners is preparing two budgets, both to be submitted to the Board of Estimates for the next annual budget. One of these budgets provides for the continuation of the present system of 24-hour shifts in the Fire Department and the other makes provision for the installation of the two-platoon system.

It is believed that the Fire Board will include with the latter budget a recommendation that it be adopted. If this is done, the first budget will, of course, be rejected, and the Fire Board will be able to go ahead with the installation of the system.

Members of the department who favor the new system say that its adoption will make service in the department far more attractive and will relieve the men from the long hours that keep them away from their families for great periods.

An attempt was made in the last ordinance of estimates to provide the funds necessary for the installation of the system, but the men had also asked for an increase in wages at the time. The members of the Board of Estimates agreed that the men were entitled to more money but found it impossible to grant both requests at one time.

The question of the two-platoon system was deferred and indications are that it will be granted in the new ordinance of estimates. The two budgets of the Fire Board will be submitted to the Board of Estimates about the first of October.

FIRE FIGHTERS' CONVENTION

Preparing for the Third Annual Gathering, at St. Louis, September 13th

New York may be well represented at the convention of the International Association of Fire Fighters.

If official consent is forthcoming, President Albert E. Guinness, Vice-President Anton Holterbach, of Engine 259; Secretary Abraham Rosenberg, of Engine 230; Treasurer Charles M. Nixon; Sergeant-at-arms Edward B. McConville and Chairman of the Board of Trustees Charles Scrieber will make the trip.

The convention will be held in St. Louis this year, where the session is to be called to order Sept. 13. The officers of the Uniformed Firemen's Association are anxious to attend, because New York City having the largest local in the organization, has not heretofore been represented at the national gatherings. There are a number of questions before the international body which New York, known as Local 94, would like to have settled.

When, two years ago, the Uniformed Firemen's Association decided to join the international, there were ninety-three other cities in a chain of locals which extended from San Francisco to Boston. The decision of New York was quickly followed by applications for charters from 100 other departments.

The lieutenants of the fire department joined and the engineers followed. Local 94, with a membership of more than 4,000, now alone represents the metropolis in the international association.

In many other cities, however, officers and men, from the chief to the probationer, are in one local.

Fred W. Baer, of Kansas City, the international president, has informed each of the locals of the plan of representation at the convention. Locals with 100 members or less will be entitled to one delegate. The bigger locals, such as Chicago, will be entitled to five delegates. New York, as the largest local, will be entitled to eight delegates.

The official call for the convention says:

"You are hereby notified that, in pursuance of the constitution of the International Association of Fire Fighters, the third annual convention will be held in St. Louis at 10 o'clock Monday morning, Sept. 13, and will continue from day to day until the business has been completed.

"Representation in the convention will be on the following basis: Locals with 100 members or less, one delegate; locals with 100 to 250 members, two delegates; locals with 250 to 500 members, three delegates; locals with 500 to 1,000 members, four delegates; locals with 1,000 members, five delegates.

"One delegate for each thousand or major fraction of 1,000 above the first 1,000. No local shall be represented by proxy. The delegate must be a member in good standing in the local which he represents. A delegate to cast his vote must be present.

"Representation shall be based on the average amount of per capita tax paid monthly by each local during the preceding fiscal year. Alternate delegates may be seated in the absence of regular delegate upon presentation of proper credentials. Any local union to be entitled to representation in convention shall have per capita tax paid on the full membership up to one month previous to the convention.

"Credentials in duplicate are forwarded to all affiliated local unions. The original credentials must be given to the delegate-elect and the duplicate credentials forwarded to headquarters, A. F. of L. Building, Washington, D. C.

"The committee on credentials will meet previous to the convention and will report upon the opening thereof to the whole convention. This will entail considerable work, hence the necessity of the local secretaries forwarding immediately the duplicate credentials of their respective delegates to headquarters at Washington, D. C. Therefore, the importance of our movement, the duty of the hour and for the future, demands that every local entitled to representation shall send its full quota of delegates to the convention at St. Louis."

Receiving Congratulations

John F. Healy, chief of Denver's fire department, returns home from Toronto, Canada, where he was elected president of the International Association of Fire Engineers at the annual convention. He is receiving congratulations from his hundreds of Denver friends. — Denver Express.

Eight Pieces of American-LaFrance and Six Pieces of International Motor Fire Apparatus Recently Delivered New York City.

IN LIEU OF PLATOONS

St. Louis Firemen Take Action Looking Toward an Eight-Hour Day

Plans for circulating petitions to bring about a referendum vote on whether St. Louis firemen are to be granted an eight-hour day were discussed at a meeting of the firemen's union on August 18 at Central Trades and Labor Hall, 2228 Olive street.

To bring about a vote on the question, the firemen must secure signatures of 6,750 of the 135,000 registered voters, requesting that the vote be held. If that many signatures are secured, the Board of Election Commissioners will call a special election, or will submit the question to the voters at the general election to be held in November.

Deputy City Comptroller Gunn, in a statement, said if the firemen are granted an eight-hour day the city payroll will be increased $1,807,000. Of this sum the payroll of the firemen will be increased $1,457,000, and the remainder, $350,000, will be added to the payrolls of other departments of the city, Gunn said.

"There are 1,100 other city employes who are in classified service, who will be affected if the firemen are given an eight-hour day," Gunn said. "Four hundred of these are at the City Hospital, 270 at the City Sanitarium, 103 at City Hospital No. 2 (negro), and the remainder scattered about other eleemosynary institutions.

"With this increase of the city pay roll, taxes will have to be raised 25 cents on the $100 for them to be met. To do this the State Legislature will have to amend the constitution, which fixes the maximum tax rate at $1.65 a $100, the rate being charged now.

"If it is not possible to raise the tax rates, it will be necessary to reduce the number of city employes greatly and to reduce salaries."

The firemen now are working 48 hours, with 24 hours off. The Board of Election Commissioners received notification recently through Edward W. Foristel, attorney for the Firemen's Union, that the petitions calling for the special election will be circulated.

Chief Panzer of the Fire Department said that the eight-hour day would require that the number of men employed in the department — 851 — be doubled.

PACIFIC COAST BUNK

How Fire Chiefs Resent Taking Orders From Fire Prevention Officials

Toronto is not the only place where the Fire Insurance Interests want to move in and take possession of the fire service through a Chiefs organization. It appears that some such scheme as this has developed on the Pacific Coast, where there is a splendidly organized Chiefs Association that has slowly been built up to a powerful position.

When it was struggling, the insurance interests took no notice of it, but now they would like to swallow it the way an anaconda swallows a chicken that it has squeezed to death.

The "approach" is made through the Fire Prevention side-show, which wants to turn the Chiefs Association from a Fire Extinguishment movement into a Fire Prevention, and hence an insurance, movement.

Many of the Pacific Coast Chiefs have expressed astonishment and disgust at what they term the "bare-faced methods' whereby these transparent attempts at securing control have been going on in anticipation of the annual convention this year. They have all received copies of a letter which many of them regard as a most impudent communication. They strongly resent its tone of patronizing arrogance which speaks as if the Chiefs had to take orders from its author.

The letter is as follows:

My dear Chief:

I take it for granted that you are counting upon attending the annual meeting of the Association of Fire Chiefs of the Pacific which is to convene in Los Angeles on Monday, Sept. 13. It is essential to be present at this meeting since questions of great importance will doubtless be presented and discussed.

Fire Prevention will, in all probability, assume distinct importance at the September convention. Fire fighting and fire protection have borne their share in the discussions of past conventions, and while not in the least underestimating these features, it is beyond argument that fire prevention has become the important and pressing duty of the modern and up-to-date fire chief, so do not fail to be present that you may give and take in the formulating of plans by which the preventable fire waste of our jurisdiction may be overcome.

I am informed that a number of the chiefs are counting upon bringing their mayors or fire commissioners with them, that they also may receive profit from the convention and learn of the importance of these meetings to the fire chiefs themselves. This is a good idea and I hope you can persuade your mayor or fire commissioner to accompany you.

I would further suggest that you be sure to bring your full report of the fire prevention activities during the first period of the trophy contest. Do not be led to neglect bringing your report through fear of not comparing favorably with the return of some other chief. You can never tell where your own merit or demerit lies until your report is acted upon by the committee, and should success not crown your efforts for the first period, the comments made upon your report, however it appears to yourself, may lay the foundation for success during ensuing periods.

Counting upon the pleasure of personally meeting you in Los Angeles at the convention, I remain,

Yours in the work,
Jay W. Stevens, Manager.

Mr. Jay W. Stevens, the author of the above communication, will be remembered as the fire prevention official who, according to his own signed statement, prevented so many fires that "the interests" had to call him off. For, of course, where no fires occur nobody takes out insurance policies and the fire insurance business is put down and out. The Fire Insurance Trust wants "a reasonable number of good fires" and Mr. Stevens says he stopped fires to such an extent that they tried to put a period to his activities.

He has attracted a lot of attention lately by getting up a "Contest" among fire departments for a "Cup" or "Trophy" the way newspapers sometimes get up contests for prizes, and, through a cloud of words, has conveyed the impression that this mug has some sort of official standing.

Firemen and building department officials on the Pacific Coast do not agree with him as to the figures he has given out about wonderful accomplishments in reducing fire losses, but he is said to "have the insurance interests hypnotized" because he claims to have been the most active opponent of the two-platoon system. How that would be any recommendation to a man in these days when the two-platoon system has won a magnificent victory everywhere it is hard to see, for it would only be claiming credit for a failure.

Still, as the fire insurance interests are willing to believe anything about the iniquity of firemen and have money to burn in any attempt to prevent them from making further progress, it may well be, say Pacific Coast firemen, that Mr. Stevens has "their ear" more than anybody else on the Slope.

"Not Very Difficult"

If one may judge from present indications it will not be very difficult to secure a sufficient number of names of voters of Newton to place the question of the two-platoon system before the voters at the coming election, according to reports of the firemen in West Newton and Auburndale.

Although but 900 names are required to fulfill the requirements of law in this matter, this number being one-tenth of the number of registered voters in the city, it is planned to secure at least 1,200 signatures, to allow considerable latitude for names that may be dropped owing to improper filling out of the sheet, to non-residence or to other causes.

The firemen are very hopeful over the outcome and they are very anxious to have every voter give the matter earnest consideration.

It is felt by many of the older men of the department that, with the two-platoon system in effect. the efficiency of the department will be greatly increased, and many desirable men obtained who at present are backward about joining on account of the unsuitable hours.—Waltham, Mass., News.

Appointed Chief

Daytona Beach, Fla., Aug. 23, 1920.
Fire Service,
New York.

Dear Sirs — Enclosed find money order for $2.50 for subscription for "Fire Service" beginning Sept. 1, 1920.

Appointed Chief of Daytona Beach, Fla., fire department last meeting of City Council.

Respectfully yours,
W. E. French.

Assisting Immigrants

The National Americanism Commission of the American Legion has made arrangements with the Immigration Commissioner for forwarding to the different posts of the legion, the names and destinations of all immigrants so that legion members, preferably those who speak the alien language, can welcome them and help them to become 100 per cent American.

Water Pressure for St. Paul

In order to increase the water pressure in the downtown section of St. Paul, J. W. Kelsey, superintendent of the water department, has prepared plans for a new 6,000,000-gallon reservoir to be built adjacent to the McCarron pumping station and carried about 50 feet higher than the present reservoir. This was the result of a petition from the business men for greater pressure, they stating that at present water cannot rise higher than the third floor of some of the buildings.

FIRE SERVICE

Issued every Saturday in the Interests of Fire Fighters by

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at 225 Fifth Avenue - - New York

FIRE SERVICE is the only national weekly in America devoted exclusively to the Fire Service.

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Let "Dignity" Go

The International Association of Fire Fighters will, at St. Louis, soon hold their third annual convention and it is hoped that the President will show some sense of public decorum and of responsibility in opening the proceedings and in conducting the same in a manner to command respect, so as in a measure to counteract the unfavorable impression of the fire service that has gone out as a result of recent unfortunate events elsewhere.

If he is burdened with such an absurd thing as "personal dignity" we hope he will not take it with him to the convention, and that he will regard himself as the servant and not as the master of his associates.

Alone among all the large organizations of the fire service, the International Association of Fire Fighters at their convention in Portland, Oregon, last year struck a note of high intelligence and patriotism when they unanimously adopted a resolution against the League of Nations and in favor of the freedom of Ireland. They thereby repudiated the action of the American Federation of Labor, which had endorsed an instrument that was by no means popular. They spoke not only as firemen but as citizens and their action attracted widespread attention not only in this country but in Europe.

Let the St. Louis Convention think along these lines of high statesmanship and all will be well. But let them once be plunged into a disgraceful squabble about the "dignity" of some individual fireman and there will be trouble on their hands.

Let Us Wake Up!

Our statement that the American fire service had become somnolent and slothful and had in many important respects fallen behind the fire service of foreign countries, has been challenged in intelligent circles on this side of the Atlantic and we have been asked for proofs.

The frank discussion of this subject cannot but be fruitful and beneficial to the fire service everywhere. Wherever enterprise, energy and intelligence in making the fire service better have been revealed, the people responsible therefor are entitled to the credit, no matter what nation they belong to.

A striking comparison was recently made in these columns between the mentality of the British and American fire service in the matter of two platoons. Once the admirable features of this reform had been laid before the London County Council by this journal it swept all before it.

In England there was no formal official opposition to two-platoons, such as we have had to contend with in this country.

At the very time when the President of the I. A. F. E. was at Albany, N. Y., opposing platoons before the Legislature, the President of the corresponding association of British Chiefs, Mr. Burns, was advocating in writing to the British Government the universal adoption of the system in the United Kingdom.

The British fire authorities introduced platoons, not because they were forced to by public opinion or by the state, as has frequently been the case in the United States, but simply as an improvement in fire department organization whose advantages were admitted.

But it may be said that those are matters merely of organization and that in regard to their apparatus the American fire departments are the best in the world. Let us see about that.

New York, for instance, our largest city, with one of the greatest amounts of shipping among the world's harbors, has been and is now getting along with antiquated fireboats burning coal, ten years after London and Liverpool had introduced the modern gasoline-driven fireboats. Many other large American fire departments are still depending on this obsolete type of boat, condemned by everybody. At the same time several enterprising American cities have followed the modern system and adopted the gasolene-driven fireboat, which is the fireboat of the future.

Anything else? Yes, there is something else.

We published the other day accounts of how the London fire brigade is carrying on elaborate experiments with the wireless telephone, destined, in the opinion of many experts, to displace existing systems of fire signal apparatus. Messages have been sent successfully to the London Fire Brigade Headquarters, a distance of 7 miles, over the wireless telephone. Firemen on apparatus moving through the streets at a high rate of speed have conversed over the wireless telephone with headquarters.

Has anything of this kind happened in this country? No!

Has it even been suggested in the American fire service? No!

Has any fire official indicated here that he ever thought of such a thing? No!

But even England has now been beaten in fire apparatus progress, for the wireless telephone as a part of the fire service has actually been adopted and installed in the Paris fire brigade. In France it has passed the experimental stage and is today as much a part of the fire department apparatus as the gasolene-driven fireboat and the aeroplane.

In view of these facts we think it is about time the American fire service got a move on. It must wake up.

It imagined it was leading the world. It finds itself distanced in modern progress.

The absurdities and iniquities of the continuous service system as exposed in these columns showed that the fire service was 50 years behind the times. When it thought it was out in the Gulf Stream of modern progress we showed it was living up to its neck in a stagnant pool. Instead of being modern it was an antique curiosity.

With all the great cities of Europe motorized, New York and many of our large cities are not three-quarters motorized and in many of our fire departments old apparatus is being used that would be laughed at in Europe.

In abolishing the infamous system of continuous service we must not imagine that we have brought the American fire service up to date in everything. But it is a good beginning to come out of the darkness into the modern daylight so that we can look over the whole fire-extinguishing machine and see wherein it is moss-grown and out of date. Otherwise we would only be slipping still further back into the past.

Mr. Lookabill's Report

At the annual session of the Virginia State Firemen's Association held at Alexandria, Va., August 27, the following report was made by L. E. Lookabill, the statistician of the association:

"I desire to report that only two fire losses worthy of note occurred in Virginia during the month of July — both in Norfolk City, entailing an estimated loss of $62,000. This is good to believe, when the fire waste is thus held down, for the seven months of 1920, in our own State, be it remembered. A statistician could take it upon himself, and frequently does, to discuss much 'out of his line.' But let us remember that the Virginia State Firemen's Association is organized 'For the People's Good,' and get busy at our sessions, to do something constructive for the development and improvement of the fire service of Virginia and the nation."

Condemn Work on Day Off

More than 200 delegates representing fire departments from all parts of Massachusetts, gathered at Worcester at the eighth annual convention of the Massachusetts Permanent Firemen's Association and several important discussions in connection with practical fire fighting were held. A resolution opposing working for pay during hours off under the two-platoon system, on the ground that it would eventually discredit the system, was adopted. — Providence Journal.

Want Firemen Armed

Firemen at all the Moline stations may be sworn in as special policemen and the fire trucks fitted with firearms, for the banks of Moline have presented a petition to the city council asking that this be done. The matter was referred to the police and fire committee for investigation. In the petition of the banks it was pointed out that in such cases as the robbing of the Commercial Savings Bank of Moline two weeks ago it would be a help. — Davenport, Ia., Times.

TWO-PLATOONS ACCOMPLISHED

The Inside Story of the Great Revolution in the Fire Service

By ANDREW E. MURPHY
Editor of Fire Service, 225 Fifth Avenue, New York.

Written at the request of the Colorado State Firemen's Association, to be read at their Annual Convention, Englewood and Littleton, Colo., Aug. 24-27, 1920.

Looking back into the history of two-platoons, the first reference that I can find to the subject was August 15, 1888, when a paper was read proposing this system, at the annual convention of the International Association of Fire Engineers at Minneapolis, Minn. The author of the paper, who read it, was Chief James W. Dickinson, of Cleveland, Ohio. Chief Dickinson died Feb. 8, 1902, and, so far as the evidence goes, must receive the credit of having originated this remarkable improvement in fire department organization.

Then in the fire service, there was a pause of 19 years after the plan was first proposed. During this time nothing was done towards putting it into effect.

It does not appear to have even been widely or intelligently discussed, as it ought to have been. The Chiefs Convention at which the plan was proposed did nothing about it at the time, nor for a quarter of a century afterward was it discussed at the conventions of the Chiefs, who did not appear to know a good thing when they saw it and did not seem to be looking for things that would improve the fire service in its manual end.

Nor did the firemen themselves appear to take the thing up with avidity. Otherwise such a long period as 19 years would not have been allowed to elapse between the first proposal of the plan and the first attempt to trp it out in actual experiment.

The honor of giving the first trial to the new system belongs to the fire department of Omaha, Neb., where the new system was put into effect March 23, 1907. It has been working with eminent satisfaction there since, or for a period of 13 years.

Then there was a pause of five years. With the system working successfully in Omaha and demonstrating in every way that it was a great improvement in fire department organization, nobody has been able to explain why five years should have been permitted to elapse before it was adopted elsewhere. A few months at Omaha would have been sufficient to show whether it was a success or a failure.

The second city to put the system into operation was Kansas City, Mo., where it was installed July 21, 1912. In a paper read at the annual convention of the Fire Chiefs at Kansas City in July, 1919, Chief Alex Henderson of Kansas City stated that the two-platoon system in his department from the time of its inception had been eminently satisfactory.

The following year, 1913, when two cities, Omaha and Kansas City, had the system in operation, the idea showed faint signs of beginning to spread, for in that year four cities adopted it.

The following year, 1914—the year the war broke out—four more adopted it.

In 1915 three more cities fell into line, and seven more in 1916.

In other words, it was 28 years after the system was first proposed by Chief Dickinson before it was in operation in as many as 20 cities, although four years later over 370 cities, including the largest in the world, had adopted the system, which had spread to the fire service of many foreign countries.

In the spring of 1917, when the United States entered the European war, less than 25 cities had adopted the two-platoons, and the movement for its extension, if movement it can be called, appeared to be on the point of expiring with the added excitement of our entry into the war and the pressure put upon the fire service by the call for men from the War Department.

It was at this point that I entered the game. Coming home from Europe after nearly three years of war close to the scene of operations, and desiring to get as far away from the war as possible both physically and mentally, I was offered and accepted the editorship of Fire Service, then called Firemen's Herald. It was a great relief to do my journalistic work about matters having only a very remote connection with the prevailing excitement. But my predecessor in editing this journal went on the other tack, and entered the Canadian army. desiring to get over to the field of operations in Europe, of which I had seen quite enough to satisfy my curiosity.

As soon as I took hold of my new job I began to study the fire service, about which I knew very little. I soon came to the conclusion that my duty was to run a newspaper and not a fire department.

I proposed to get out a newspaper for the fire service, which I found upon examination to occupy a peculiar but enormous field employing hundreds of thousands of men and involving expenditures for new apparatus alone of many millions of dollars per year.

As I studied this fire field the first thing that astonished me was the apparently stationary condition in which it had remained for over half a century. Everything appeared to be governed by precedent. The firemanic mind was ultra-conservative.

Firemen, upon a superficial examination, seemed to mentally resemble sailors and printers, who are notoriously opposed to new ideas in their business.

I could only discover that one thing of importance had happened in the fire field in over half a century and that was motorization, then in progress, while other fields of industrial activity with which I was familiar had during that time been revolutionized again and again, every revolution an advance onto new ground showing a steady improvement and altogether making up what we know as "Progress." The firemanic world had an appearance of mental stagnation.

But upon a close examination I found that this appearance was wholly misleading. It came to a large extent from the firemanic papers, many of which had before then and have since gone out of existence.

Most of these were not newspapers at all but had for years been filling themselves up from scrap-books and printing so-called "technical articles," in other words the matter that should be found in books. They were educational instead of informative, reminiscent instead of constructive. They were printing an endless number of articles about the old-time fire departments and Chiefs, great fires of the past, stories about hand fire engines, sentimental articles about fire horses, regretting their disappearance instead of rejoicing over it, pictures of "the first fire engine" and unlimited numbers of portraits of Chiefs and firemen, pictures that are technically known in journalism as "mugs."

The scrap-book fiend dominated firemanic journalism. It was to him a matter of no importance that a great scientific improvement in the fire service like two-platoons had been seriously proposed and was actually being tried out and demonstrating its value. He thought it a matter of greater interest to print again the story of the great Chicago fire or how Rome was burnt in the time of Nero. Even to motorization he gave scant attention.

The old things in the fire service, with which everybody was familiar, occupied the greater part of the space of the firemanic journals of the past, and the new and constructive things that looked toward the future, toward the uplifting and the betterment of the fire service in all its branches, were relegated to second place and crowded into odd corners of the paper, if noticed at all.

In other words the fire journals had not been newspapers at all, but merely ragbags without direction or purpose, ignorant even of their own business. They were distinctly injurious to the fire service because they had for years been directing its mind away from the future into the past and actually blocking all attempts to improve it.

But a modern newspaper must do more than merely print the current news in its own field. It must lead, not follow. It must steadily work for improvement and give aid and encouragement to everything that makes for progress and advancement in its field.

Thus I began to look carefully over the fire field for any suggested improvements aside from motorization, any schemes proposed to make things still better, for such suggested improvements are sure to be found in every field that is not actually dead.

The first thing that arrested my attention in this search was the two-platoon system. Here at any rate was one attempt at reform. Here was an idea. Here was a valuable suggestion based not upon precedent but upon scientific thought, a new evolution of fire department organization along modern lines.

Its advantages were obvious. Why should the entire fire force of any department be continually kept sitting around the apparatus waiting for "a great conflagration to break out at any moment" when the history of the fire service proved that great conflagrations did not break out in that way, that they occurred many years apart if at all, and that with the modern invention of the telephone, half the men if at home might be instantly subject to call in case of necessity?

I found upon examination that in the novelty and hurly-burly when paid fire departments were first formed, the Chiefs as a rule were altogether ignorant of the fire business and had been governed by fear rather than by intelligence. Therefore they ordered the fire force to stay in the engine houses, to eat and sleep there, to make them their homes.

Moreover I discovered the story that in the excitement of the Civil War when Washington was threatened and many public bodies in the North went into perpetual session, the firemen had been ordered to "stand by" and had been forgotten even after the war was over, and that they had continued obeying this order ever since, long after the man who had issued it had been dead and buried.

It was 23 years after the close of the Civil War when two-platoons, the first intelligent attempt to organize a fire department on modern common sense lines, was first proposed, and 42 years or nearly a half century after Lee surrendered, before it was first tried.

Moreover I discovered that the great revolutionary change in the fire service then going on, motorization, had a close and very direct bearing on the two-platoon question. The "reach" of motorized appa-

ratus, its speed and surety, opened the way to the closing of many fire stations and effected enormous economies that could be counterbalanced by enlarging the force for two-platoons, while calling for a higher type of fireman than had been the case with horses, the kind of intelligent man who would not stand for conditions of slavery in his life when all other occupations were offering him higher wages and hours regulated by law.

Why should the hours of every other worker have been regulated and the fireman forgotten?

Why should the only instance of human slavery in the United States—where men were compelled to be on continuous service and to make their homes in an engine house—be found in the public service?

Here was a mystery.

I found, moreover, upon examination in the few fire departments in which the two-platoon system had been tried that it had not only made good on humanitarian grounds but that it had actually increased the efficiency of the fire department. The reform could therefore be recommended to the public as not only in line with the industrial progress of the times which had limited the hours of workers in every other industry, but on the materialistic grounds of increased efficiency.

The two-platoon system therefore was not only an elevation of the fire service onto the modern lines of American civilization but a money-maker for any community that put it into practice by giving that community greater fire protection through having a more efficient fire department than before.

In view of all these facts I determined to begin a regular newspaper campaign for two-platoons, to print all the news about the new system, to get signed articles from everybody who could tell about it from actual experience, to dig out the actual facts about its working, and in short to organize a regular bureau of propaganda whose purpose was to make the facts known about this great improvement and let its future rest upon its merits.

The response of the whole fire service, not only in this country but in many foreign countries, was immediate. It was like touching a match to a haystack.

From all over the world enquiries began to come in and within a few weeks cities began to fall over themselves adopting the new system.

That has been going on ever since. There has hardly been a week since this campaign started when I have not had to print the names of anywhere from one to a dozen new cities that have fallen into line, including such large cities as London and New York, while many entire states like Ohio, Pennsylvania, Oklahoma and South Carolina, to mention only a few, have made the two-platoon system compulsory on every paid fire department in cities with over 5,000 population within their borders.

The London County Council, which is the governing body of the British metropolis and rules a larger population than that of Ireland and Scotland combined, communicated with me, asking for literature on the two-platoon system. As a result of this and the continuous agitation of the subject in the paper, London, the largest city in the world, went on a two-platoon basis June 28, 1920, while at the same time the infamous "barrack system" that had always prevailed in the fire brigade there, was abolished, 17 fire stations were closed and the entire force reorganized on a new plan with the addition of several hundred new firemen.

At the same time Mr. Burns, the president of the British Association of Professional Fire Brigade Officers—in other words the head of the Chiefs organization—recommended that the British Government install the two-platoon system throughout the whole United Kingdom. It was already at that time in successful operation in Liverpool, Birkenhead, Dublin, and a number of small English cities, and had spread to Cairo, Egypt, and to Australia. It is likely that England may follow the example of Italy and adopt universal two-platoons by a national law.

In the United States, while the subject has been debated and the plan approved in Congress, this applies only to the federal fire service, and while two-platoons is bound in the course of time to become universal in this country, this will be accomplished not through a national law but through state and municipal enactments.

The same is the case in Canada, where two-platoons has become the rule, although there has been no instance of a provincial mandatory law like our state-wide laws in the United States. Canada is even more platoonized than the United States, all done within the last 18 months, and this has been the result of municipal action in every instance.

Previous to 1917 platoon cities had been increasing at the rate of two per year. Within two years I had added over 350 to the two-platoon list, or at the rate of 175 per year. How was this accomplished?

The first thing I decided to do was to appeal not to the firemen but to the politicians. I had been studying these individuals for years.

They have absolute control of the fire service in every state and city. They had been buncoing the fire service for generations, starving the fire departments of needed funds for more men and apparatus, bluffing the Chiefs with vague promises and entirely ignoring the men.

Chiefs, officers and men were shamefully underpaid. Their hours, under the continuous service system, were horrible, a relic of barbarism which no politician would remedy from humanitarian motives. No politician cared what the firemen thought, nor did he care how they lived or starved or died.

Now, the politicians are not amenable to argument. You must hit them on their "blind side." That is where I decided to strike, at an angle from which they had never been approached before by the fire service.

This was to be accomplished through the newspapers of the United States and through the public, who derive their knowledge from these papers. I therefore prepared platoon articles which I knew the newspapers would publish, carefully eliminating the wrong arguments which had hitherto been advanced in behalf of platoons, and putting forward new and attractive arguments aimed not at the firemen but at the public.

The newspapers ran these articles in full and asked for more. Like the public, the editors professed to never have heard of continuous service and said they did not believe that any men in the public service were compelled to work 24 hours per day.

The same idea was repeatedly expressed within a few months when the subject was brought up in Congress, where debates took place in the Senate and the House of Representatives on two-platoons for the federal fire service. Every speaker denounced continuous service and some of them blamed the firemen for not calling their attention to it before.

The bill establishing platoons passed unanimously and was signed by President Wilson. I gave the widest publicity to the debates on this subject, reproducing the stenographic reports from the Congressional Record, and issuing as a separate platoon leaflet the report endorsing the system made by the House Committee of the District of Columbia. This leaflet has been widely circulated in Europe and in every state in the Union and has been reprinted in full by scores of newspapers where two-platoon campaigns were being carried on.

The opposition to platoons was going down rapidly before this barrage of printer's ink. Newspapers all over the country fell into line, several magazines followed suit, and commercial clubs endorsed the new reform.

Of great assistance was the hearty endorsement by churches of every denomination when it was shown that the existing system of continuous service in the fire departments deprived firemen of their right to attend divine worship. This was directly contrary to one of the strongest political principles in the United States which encourages religious practice as vitally essential to the public welfare. Priests and ministers everywhere began to denounce 24-hour service in the fire departments and to give invaluable assistance to the two-platoon movement.

Then there was the appeal to the "home sentiment," one of the most powerful arguments that can be called into play in the United States. Whatever strikes at the integrity of the home strikes at the very foundation of American civilization.

No community in this country, great or small, will stand for a system that separates husband and wife, deprives a growing family of the aid and comfort of a father's presence and compels men to eat and sleep in the loathsome surroundings of an engine house, least of all when these men are not private employes but are part of the public service.

The whole system of continuous service when viewed from this aspect is repulsive to every sentiment of decency in the United States. It has in many places been swept out of existence with public indignation by great majorities in municipal elections of over 15 to 1. Even in England the British Government was obliged to suddenly end the infamous barrack system of the London Fire Brigade, which was supposed to be impregnably intrenched.

When a two-platoon campaign begins in any city or state there is only one argument put up against it that is worth considering. That is the argument of what I call "the empty safe." The politicians all endorse the new reform but say "We haven't got the money." My reply to this is let them go and get the money. That is not the business of the firemen but of the politicians.

The fact that they all fall back on this old bromide shows that no reasonable argument can be set up against two-platoons. As soon as its claims are properly presented its desirability is everywhere admitted. Everybody is for it—the newspapers, the priests and ministers, the intellectuals, the workers, and the people. With this solid body on their side, the firemen everywhere need not bother about the inevitability of the two-platoon system. The politicians feel this tremendous pressure and soon produce the money to put the system into operation which they previously had stated could not be obtained.

The reason for this is that the American people care very little about a slight increase in taxation when a great reform of this kind is in question. They are ashamed to admit that in the public service they are maintaining a system of slavery entirely out of harmony with what we may witness elsewhere in the industrial world and which can be shown to be not only immoral and degrading but actually inimical to the public welfare.

Nowhere will the American people stand for such a system when it is presented to them in this light. It is in every respect anti-American to "sweat" public servants by the system of continuous service in the

(Concluded on Page 10)

The Volunteer Firemen KNOW They Will Hear its Weird Cry—Day or Night—

In case of fire there is nothing left to the imagination—the firemen **know** that they will hear the weird, penetrating screech of the Federal Electric Siren.

Its cry for help penetrates for miles around, and gets immediate assistance.

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(F. S.—9)

Two-Platoons Accomplished

(Concluded from Page 8)

fire departments, which presumes that the men have no homes but the engine houses and if they have homes on the quiet they can rarely visit them.

Nothing will be tolerated in this country that menaces the American homes, that compels men to lead unnatural lives, that deprives a growing family of the presence and comfort of a father and that throws obstacles in the way of the practice of religion. All it is necessary to do to secure the two-platoon system in any city or state is to present these few arguments simply to the public through the newspapers and let it go at that.

But there is an additional powerful argument that should not be neglected, and which appeals directly to the pocket-book of the taxpayer. This is to prove, which can easily be done, that the two-platoon system greatly increases the fire-fighting efficiency of every fire department into which it is introduced.

So much evidence on this point has been printed that it is within the reach of all firemen. It comes from Fire Commissioners, Fire Chiefs, doctors, scientists and others who have studied men in the mass and know what increases their powers and what injures them.

The regularity of the life under two-platoons, when a fireman knows just what his hours are to be, no less than the regularity of his meals and the immense benefit of home cooking, produce an astonishing improvement in his mental and physical health and make him a better fireman when he returns to duty. The mental and physical health of the entire fire force are greatly increased. One Fire Commissioner wrote for me a signed article after watching the system in operation in his department for a year, that it had increased the efficiency of the fire force 100 per cent, in other words that two-platoons had doubled the efficiency of the department.

It is a remarkable fact in this connection that with over 300 cities on a two-platoon basis now, in some of which it has been in operation for over ten years, not one city has ever abandoned the system or shown the slightest inclination to do so. In other words it has made good on its merits.

Two-platoons has delivered the goods everywhere not only for the firemen but for the general public. It has stood the acid test of time and trial under every contingency and it has come to stay.

The whole fire service thus has moved forward onto a new plane. It has been revolutionized, and revolutions never go backwards.

This great reform in the fire service might have come in the course of time without any intervention on my part. All I did was to hasten its adoption by proclaiming the merits of the new system and the iniquities of the old one and by a widespread system of propaganda and publicity to merit the title of "Agitator" which was hurled at me from the platform of the Convention of the International Association of Fire Engineers at Chicago in 1918. For it was incessant newspaper agitation that put it across so quickly, like many another desirable reform that it has been my good fortune to advance in the past.

The Colorado firemen have the sympathy of the entire American people in the campaign for a state-wide two-platoon law they have begun, and which is almost certain to succeed in the end. You cannot stop the two-platoon movement now until every important fire department in the country is on the new basis. There will be delays here and there owing to local causes, but the general adoption of the system is now an absolute certainty.

It should not be overlooked that there are half a dozen ways of getting platoons. Many cities adopt the system for themselves in advance of a state-wide law, as is the case in New York State at the present time, although platoon bills have twice passed the Legislature. Nearly all the Massachusetts cities went on a platoon basis under a state-wide law that was a permissive and not a mandatory measure. Pennsylvania passed three platoon bills at separate times, each for cities of the first, second and third class. The same was done in South Carolina.

Oklahoma and Ohio passed two of the best state-wide mandatory laws applying to all cities, and it must not be forgotten that in the latter state are two large cities now whose fire departments are on a three-platoon basis. Louisiana and New York will probably soon have state-wide laws.

In many cities special elections have been held on the subject, the latest being Galveston, where a majority of 15 to 1 in favor of the new system was recorded. In other cities the taxpayers have not been consulted at all but the system has been adopted by the Fire Commissioners or municipal authorities, sometimes without even consulting the firemen.

The elections on the subject have run so uniformly in favor of the new system all over the country that we now know that any further elections of this kind are a waste of time. There is no doubt what the American people think on the subject.

The proper course, therefore, is for the Legislature in every state to end the duplication of two-platoon campaigns by passing a state-wide law making the system compulsory. For the end of continuous service everywhere is now clearly in sight. It is down and out. Its death-knell has rung.

It only remains for the firemen in every state to do what the Colorado firemen are now doing (providing they have not already got a state-wide law in operation), and that is to get together and advocate compulsory platoons for every fire department.

They have only to put forward the simple arguments described above, spread their literature among the newspaper editors of the state, enlist the priests and ministers on their side, and then they will find that the Legislature will do its duty.

The wrong arguments may delay platoons. The right arguments will win quickly everywhere.

ANOTHER EXPLANATION

What Fire Protection Says About the Extraordinary Events at Toronto

Fire Protection in its August issue says:

The following statement is presented primarily for the purpose of stimulating thought and discussion about the subject it treats. It is not written for any purpose other than to give public expression to what has been in the minds and mouths of many members of the International Association of Fire Engineers so far as the Editor has been able to interpret what he has seen and heard. More discussion about the International Association of Fire Engineers, its plans and purpose is sure to be of service. The Association belongs to its members to make of it what they desire.

The Toronto convention of the International Association of Fire Engineers was a disappointment to many of those who attended it to learn and study methods of fire control. No good purpose is to be served by failure to recognize that fact, while something may be gained by facing the true situation and seeking avenues of improvement.

The unexpected resignation of Chief Kenlon as president, before the first business session was well under way, cannot serve as a legitimate excuse for the small attendance and evident lack of interest of most delegates in the succeeding business sessions. Three hundred and fifty-five delegates voted for a second vice-president. Less than 100, by actual count, were present at one session, and the sessions best attended were those on the first day at the memorial service and the first business session, and on the last day, when the 1921 place of meeting was selected and the officers elected.

If the resignation of Chief Kenlon is accepted as an excuse for the indifferenec of so many delegates, that in itself is a serious indictment of the association, for in any healthy and well regulated organization of this kind, resignation of a president could be but an incident and not the cause of any vital difference in the value of its meetings.

Then what is the difficulty? First, it was not the attempt of others besides fire chiefs to dictate to or even influence the convention. The most determined efforts to influence the convention had been made by those who most violently insisted that the chiefs should be on their guard against dictation or suggestion from without their ranks.

The only time a representative of fire underwriters spoke, he spoke upon invitation of the convention and approved what Chief Bywater, of Salt Lake City, had said about incendiary fires, as well as suggesting to the delegates that they send a representative to the convention of local agents of the United States to urge practical co-operation. In every instance where any one connected with the fire underwriters took any part in the convention or in the work of preparation for it, he did so upon invitation, because many chiefs were willing to concede that they might get criticism of value, whether favorable or unfavorable. Municipal fire service cannot remove itself from contact with the fire underwriting group any more than the latter can ignore the former, and the only question is whether the two parties are to fight fires together or dissipate energies fighting each other. If one had to believe that no basis of unity for fire loss reduction could be reached, he would despair.

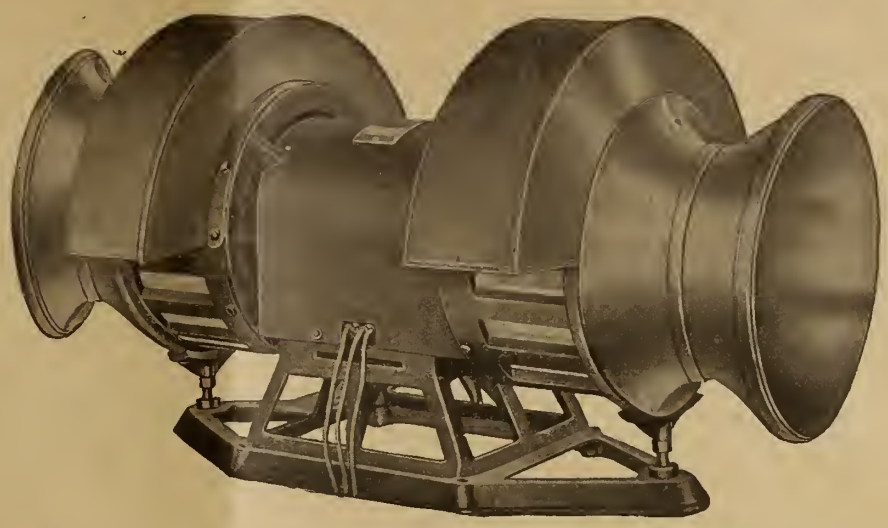
This whole subject of the relation of fire underwriters to the I. A. F. E. has been given undue prominence, a prominence out of all proportion to the number of chiefs who would endorse a policy of eternal enmity between one party and the other.

The first difficulty at Toronto was that the association was undertaking something entirely new to itself. For the first time in its history it was undertaking work similar to that done by other engineering organizations, and, like all of us, it has to learn how to do new and different tasks. Only a few members had ever observed or taken part in similar tasks with other associations.

A second difficulty at Toronto was the inability of the executive officers to get action from committees in time to permit the printing and distribution of committee reports before the convention. This was not surprising. The surprising thing is that so much of a new and unfamiliar program should have been so far advanced. But no body of men in any organization could have given such committee reports intelligent and purposeful discussion after hearing but one reading in a convention hall.

Most towns now have motor fire apparatus

and can fight the fire menace effectively, but the best apparatus is useless unless the firemen respond quickly to the fire alarm.



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have been produced by us for over 60 years. Made of all wool cloths and designed, cut and tailored by experts, in our own modern factory.
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FIRE DEPARTMENT
Write for Catalogue
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Fyr-Fyter NEVER FAILS
The only one-quart extinguisher that has the advantages of being Panic-Proof, easy to aim and shoots continuous stream.
$25 to $50 a Week
We offer a proposition to firemen that will add $25 to $50 week to your income for your spare time. Write for details.
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Throughout the early sessions one could see that the delegates realized this difficulty and were feeling their way toward a solution.

The solution came in the adopted plan for printing and distributing the reports before the convention with the expectation that every one will study them and be ready with criticisms either before the convention, in correspondence with the committee chairman, or at the convention during the reading of section or paragraph numbers. A careful editing and presentation of the reports, together with careful study and criticisms of them by members, can make next year's sessions intensely interesting.

The third difficulty was the lack of a secretary fully conversant with every detail of the convention program as well as the convention personnel. The association will never meet this situation correctly until it provides a full-time paid secretary. The work a secretary of the I. A. F. E. ought to do, if the organization is to become a power and influence as an engineering organization, is beyond the capacity of any man who must divide his attention. Theodore Roosevelt might have done it on part time. No one living bears a reputation to warrant a similar statement about himself. The association has recognized this difficulty and is doing the best it can do this year. It is providing the secretary with a paid assistant, and will consider changes in by-laws to make possible employment of a full-time paid officer next year.

Fire Chief George Bougliner, of Grand Rapids, Mich., as well as Chief Stanton, of Norwich, Conn., and other chiefs, stated during discussions that more revenue was an imperative need if the association is to continue the present program with effectiveness. Funds should be available for employment of a secretary, for printing and distributing reports and for sending delegates to allied organization conventions.

How are these funds to be obtained? By increasing membership of all classes? By selling advertisements in copies of proceedings? By increasing dues? Or by soliciting gifts? All of these methods can be used successfully and with propriety with the possible exception of the second. Some engineering associations are opposed to maintaining themselves with funds expected to return a monetary profit.

Chief Kenlon's administration had begun a very effective life membership campaign which gave the association a balance this year. It is the hope of those who want the organization firmly established financially that an investment fund of $100,000 may be obtained and held intact. Such stability would be of great value in getting the services of a secretary.

When the association is able to send out regularly bulletins and reports to its members, it should have no difficulty in getting a large number of new active members at $5 a year from the small cities and towns of the United States and Canada. Then why should not the association consider adoption of graded dues, the grades to be arranged according to population of cities? Graded dues are effective in many other organizations for increasing revenues without discouraging membership.

Do the members of the International Association of Fire Engineers crave for their organization a position of commanding power and influence in promoting better methods of fire control? If they do, their conclusions must not be expressed individually, but by adoption of well considered committee reports.

Once the association makes a real beginning in a program which provides for association expression, it will never allow its meetings to be overshadowed by individual opinions. We want the association to grow and prosper. We hope it will develop until it can issue a Quarterly Bulletin comparable in its field to that of the National Fire Protection Association. The more interest developed or improved methods of fire control, the better it will be for everybody concerned in any way with the members of the I. A. F. E. and the fire fighters of the United States and Canada.

Another "Standard"

(As Reported to the I. A. F. E. Convention at Toronto)

Factory Buildings, Exclusive of Fireproof Type.

The Committee is of the opinion that it would be impossible to formulate a standard or set method that could be followed at any or all fire extinguishing operations, and it has decided to cover the matter in a general way, by presenting for the consideration of all officers interested those points in connection therewith that are of special importance, and which at all times govern any action that may be taken at an operation.

Factory buildings (non-fireproof) may be anywhere from one to seven stories in height, varying in area from 20 feet by 60 feet to 200 feet by 150 feet, and at times even a larger area will be found.

The building may be of frame or brick construction in its entirety, or it may be a brick or frame combination. Its location may be in a congested center, in a town, village or city, or in an isolated position, and its condition may be old, weak and dilapidated and does not retain a single element in its construction that offers the slightest resistance against the rapid spread of fire. And again, it may be of that type of good construction, such as "Mill," or approaching it in character somewhat similar, that will offer considerable resistance to a fire's extension.

Another condition frequently met with is referred to, that relates to adjoining structures, which may or may not be of similar external appearance, but are connected through pierced walls, and in buildings covering large areas division walls are provided at times, in which doorway openings are located and an automatic or other fire door installed to act as a cut-off or retardant against the spread of fire, but in many instances stock or other obstructions have been so placed that the operation of the doors is prevented; in other cases neglect on the part of employes to close doors at the termination of the day's business has on many occasions permitted the spread of fire.

Occupancies and the nature and character of the material used in the business or businesses carried on in a factory building is the next important factor that presents itself for the consideration of a fire officer responsible for the direction of a fire extinguishing operation.

Knowledge of the nature of the business is important, wherein it requires that floors are pierced for the passage of belts, shafting, chutes, dumbwaiters, trap doors, etc., such openings providing a ready means for the rapid spread of fire.

Character of the material used in the business and quantity on the premises:

Is it combustible, highly inflammable or explosive?

Will it retain and absorb a considerable weight of water?

Will it expand by absorbing water, and to what degree?

Will it create a greater hazard by contact with water?

Will the use of water, although an extinguishing agent, be the means of spreading the fire?

Will the combustion produce dangerous or explosive gases or vapors?

What effect will the expansion of the stock or the added weight of water it absorbs have on the stability of the structure?

The points referred to are of special importance, and a fire officer should possess all the knowledge it is possible for him to obtain on the subjects.

Of course in the larger cities it is realized and understood that it is beyond the capacity of any one individual who may command a fire department to retain a mental picture of the layout of all buildings in his city or a complete knowledge of the character of the material used in the businesses carried on, a subordinate chief or company officer, in addition to that already acquired by the chief during his service in the department.

Knowledge of construction is an important factor to obtain high class results in a fire extinguishing operation, and it is absolutely essential that a rule should be in existence in all fire departments, large or small, and strictly enforced, making it incumbent upon the subordinate chiefs and company officers to make frequent inspections of all buildings in their company districts, with a view to obtaining information as to its condition, location of stairways, fire escapes, elevator or other shafts and a general outline on the fire hazard, and such information so obtained will, when a fire occurs in the structure, be of inestimable value.

It has been often said that "No two fires are alike," but it does not apply to fire extinguishing operations in factories, for the reason that many have been carried on in an almost similar manner, except for slight variations, that might be caused by differences in construction or the fire conditions existing in the building.

An important rule should be in existence in all fire departments, compulsory in its requirements, placing the responsibility for the direction of the forces arriving at a fire upon the first officer to arrive, regardless of rank, until such time as an officer of superior rank arrives, who will automatically assume the same responsibility.

Where a rule of this character is in existence, and its requirements are strictly adhered to, making it obligatory on the part of the first officer to assume full responsibility for the proper and efficient direction of the force present, and in the further exercise of his power to call such additional force as, in his judgment, may be necessary to control and extinguish the fire, the important preliminary details for a successful operation are fully covered, pending the arrival of the chief officer.

The failure to establish such a rule in a department develops methods of operations that are lacking in systematic and concerted efforts, for the very simple reason that the responsibility not being placed, haphazard methods are in many instances carried on and the results obtained can be classed as poor and inefficient.

A fire is discovered in a factory building, an alarm is transmitted, which brings the regular assigned companies on the scene. The first officer arriving, whether a chief or officer of minor rank, must size up the situation instantly, covering all its numerous phases, and take such action relative to its extinguishment or bringing it under control as his experience and judgment may dictate.

The fundamental and most important rule in the preliminary part of the operation is, in the event of being unable to extinguish the fire quickly, to be on the alert to take prompt action in preventing its extension by the placing of a line or lines at the danger points — to be brief, confine the fire to as small an area as possible.

Secondly — The prompt venting of the structure to liberate heat, smoke and gases of combustion.

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Models D, D-1, E and E-1 in stock, 4, 5 and 6 button

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No. 300	Coat, 21.00	Pants 12.25	Cap 2.75
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No. 13 SPECIAL - Firemen's Pants - $10.25

Also uniforms made to order, from individual measurements, in 14-15-16-18-20 oz. weight cloths.
10 days delivery.
Samples and prices sent upon application.
When writing give specifications of uniform desired.

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has a combination SILK DISC and SPONGE filter and an Automatic Valve giving double the capacity of others. Made of the best white rubber and can be carried in any coat pocket.
THOUSANDS IN USE
Sent Postpaid for $2.00.
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COVER'S
RUBBER GOGGLES
FIT AIR TIGHT
and are worn with the Protector making a complete outfit.
Made of one piece of pure rubber and have mica lenses.
Sent Postpaid for $1.50.

Pat. June 16, 1908

FOR PRINTED MATTER AND FURTHER INFORMATION, ADDRESS
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Green Bay, Wis. — It is proposed to equip two new fire stations at cost of $40,000.

Greenville, S. C. — Election held to vote on $50,000 bond issue for fire apparatus.

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Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.
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Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

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Are heard above the din of the workshop and the rattle of the streets.

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Operated in conjunction with electrical alarm installations, or by steam.

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C. C. C. Fire Hose is made from start to finish in the C. C. C. factory, thus insuring dependable hose that every Chief should have. Made in knit or woven, single or double jacket, on your specifications, also on approval list of National Board of Fire Underwriters.
Hose made from special selected grades of long, staple cotton. C. C. C. hose has won out in the largest as well as the smaller Fire Departments, solely on merit, price and specifications. None better made at the price.

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Pleasant Valley, N. Y. — The town will vote on buying a motor chemical truck.

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San Antonio, Texas — City proposes to construct five fire stations at cost of $107,000.

Only the DEAF FAIL to hear the SCREAM OF FIRE by
THE DENVER SIREN
Try it before you buy it
Catalogue S-11 tells how.
THE HENDRIE & BOLTHOFF M. & S. CO.
DENVER, COLORADO

Thirdly — To call such additional force to cope with the fire as his judgment may dictate.

There are many other phases to be considered which have special importance on the final result of the operation:

Height and area of the building.

Material constructed of — its stability — does it front on more than one street.

Location of the fire and its extent.

Intensity of the fire and possibilities of its extension.

Proximity of adjoining structures on front or rear and character of construction and nature of business therein.

Proximity of side exposures, character of construction and openings in walls.

Nature of protection at such openings.

Direction of the wind.

Is the building equipped with an automatic fire extinguishing apparatus, and would its use be beneficial.

Placing of protecting lines at all openings in division walls, and the exercise of caution when opening same.

Prompt consideration to be given to danger caused by radiated heat on wire or plain glass or iron shutters on adjoining structures.

Ignition of material at or near such windows should be anticipated and proper action taken.

To be on the alert to examine floor or floors above the fire floor as to possible extension of fire by way of pipe recesses or openings in floors for steam or other piping, belt holes, etc.

Is there a refrigerating system on the premises?

Use of water tower, turret pipes on hose wagon or private equipment in adjoining building to best advantage.

Use of streams, directed from windows, fire escapes or roofs of adjoining structures.

General experience is the real tutor in fire extinguishing operations, and it is experience, coupled with continuous thought, study and observation of all the details of various operations that an officer has been connected with, and in anticipating in advance what he might do on some noteworthy structure in the district when called upon to operate therein.

What the practicing physician is to the human body, may, in a sense, be drawn upon to make a comparison, and say that a fire officer is the same to a building involved with fire. The physician's knowledge of the construction of the human body is essential for the success of his treatment, and so is the knowledge of the construction of a building and its occupancies necessary to the fire officer for his successful treatment of it when it is involved with fire.

The physician observes various classes of symptoms in his patients, and they are treated in accordance with what the physician's experience and judgment dictates.

The fire officer observes various conditions (or symptoms) in a building involved with fire, and his treatment of the structure to extinguish and control the fire hazard is also in accordance with what his experience and judgment dictates.

The statement has been made "confine a fire to as small an area as possible," and in this respect let us assume a fire in a sub-cellar and cellar of a factory building. It ought to be clear to any officer that every effort should be made to keep it from extending even to the first floor, let alone the floors above.

Area of building and intensity of fire should receive first consideration on arrival, as to whether an additional force should be called, line or lines to operate through elevator lift, deadlights rear or side courts where found, venting of structure over elevator shafts and stairway without delay, line or lines, either with

controlling nozzles or cellar pipes to be operated from interior on first floor and the opening up of windows on first floor front and rear, which may permit of firemen holding their positions throughout the operation; consideration to be given at all times to the fire's extension by shafts or stairwell and the flooding of floor on first floor to prevent fire's extension through same.

Of course it is understood that sub-cellar or cellar fires have on many occasions been extinguished by lines taken direct to seat of fire by interior stairway, or by way of ladder through exterior opening, and every effort should be made to extinguish the fire in this manner where it is possible to do so.

Why is the recommendation made to open up over an elevator shaft or stairwell for a fire located in a cellar or sub-cellar? There is more than one good reason, as experience has proved. Employes leave the premises at night and fail to close elevator shaft doors; if the fire extends into shaft, opening over the shaft will provide a vent for it, and will have accomplished a great deal in preventing a mushroom extension. An outlet through a large vertical artery will promptly assist in permitting lines on front or rear to advance to the seat of the fire.

Why recommend the opening up of all the windows on first floor, front or rear, when operating at a cellar or sub-cellar fire? To make it possible to have command of this floor at all times during the operation to prevent the fire's extension. If the opening up is not promptly accomplished, the accumulating heat and smoke, in large volumes, will in a few seconds charge the floor so heavily that it will be impossible to enter the floor or maintain a position therein, and the loss of this vantage point to operate from is a serious handicap.

Those two points require rapidity of action to obtain good results.

Reference will also be made to the proper direction of streams from cellar pipes, regardless of what the pattern may be. It is important that all officers in charge of companies direct the streams in such manner that they will be effective in covering the fire area. Chief officers should be on the alert to see that the best judgment is used in this respect.

Notwithstanding a strong fight, it is apparent that the fire will extend to first floor, or possibly to higher levels. Where it is anticipated that the fire will reach first floor, the flooding of the floor will retard it. It is good practice to have a sufficient number of good heavy streams from hose lines, or one or two from deck pipes, distribute water indiscriminately over first floor,, the necessity for this action to depend upon the judgment of the officer in charge of the operation. Prompt action of this kind will probably prevent the fire's further extension. There should be no hesitancy in wetting down the floor over a heavy fire to prevent its extension.

Let us assume a fire on or above the first floor, where conditions indicate that it will extend to one or more floors above. All of the points heretofore referred to in this paper, and in addition others will be offered for consideration.

Lines are stretched and first floor covered in front or rear, as conditions warrant, more lines are stretched by way of interior stairs or fire escape on front or rear of building, where present; in the absence of fire escapes, various sizes of ladders may be placed in front of building and operated advantageously. Powerful streams from deck pipe or water tower, where available, are very effective when the streams are properly directed.

In departments where no deck pipes or towers are available, street pipes will be

INDUSTRIAL FIRES

Manufacturer—employee—city—all three have to pay when an industrial plant burns down. The manufacturer loses his plant; the employee loses his job and the city loses tax revenue.

Delay in sending the alarm to the Fire Headquarters is frequently the reason for these losses. The fire gets such a start that it is absolutely impossible for the Fire Department to do any more than save the adjoining plants.

Every industrial plant is entitled to the protection of a fire alarm box. Such boxes will pay for themselves many times over simply in the tax revenue which they save. If your city has a signal system check it up and make certain that every industrial plant is given adequate protection. If your city has no system consider this—the saving in tax revenue will go a long ways toward paying for the system.

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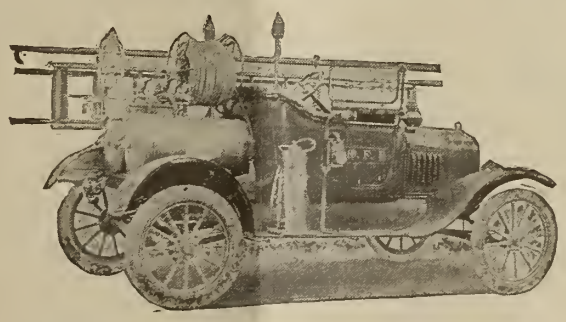
equipment superiorities. **Chemical tanks complete** with hose reel and hose, to your order on your specifications, also manufacturers of the complete "Deluge" line of Chemical Fire Engines.



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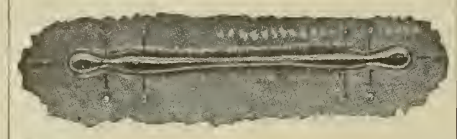

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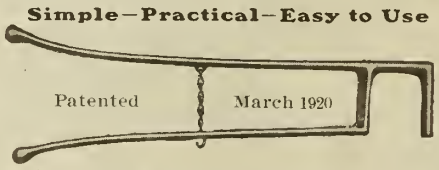

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GRAND RAPIDS - MICHIGAN

Cleveland, Ohio — Additions to the fire apparatus are planned, including 5 motor pumpers, 3 motor hose wagons, 1,000 feet of 2 1-2 inch hose and 3,000 feet of 3-inch.

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used in throwing water from ground level to fifth and sixth floors, and this method is lacking in effectiveness for the reason that the stream is too vertical.

Where it is possible to direct a stream of water in on a floor or floors from the windows, a roof or fire escape of a structure, in close proximity to the fire building, the vantage point should be made use of promptly, in lieu of ground level positions, as the efficiency of the water delivered is greatly increased.

A deck pipe in hose wagons is used and found effective in many cases in preventing outside extensions, through windows, from floor to floor, but the exercise of caution in this respect is necessary in a case of this kind, as what might appear to be a dangerous condition is quickly controlled, and a possible extension prevented by a company on the interior, as only a small portion of the floor area was involved at the windows.

In many cases the use of more than one deck pipe is necessary, but they have a limited range for effectiveness, and commence to lose in effectiveness above the third floor, which increases at each succeeding floor level.

Use of water tower is effective in an operation up to a height of 80 or 85 feet, but it also commences to lose in effectiveness as the height to which the stream is delivered is increased.

In many instances streams of water are delivered from opposite directions on a floor and lines are unable to advance, on account of the air currents developed by the force of the streams, in a measure retarding the escape of heat and smoke. The shutting off of streams on either end will be the means of permitting those still in operation to advance more quickly, as a clearing of the floor of heat and smoke is more rapid through the forced circulation brought about by the one sided water delivery.

Proximity of adjoining structures has been referred to, and where extent and intensity of the fire warrants it, the officer should always be on the alert to estimate the possibilities of further extension of the fire. In this respect he should give careful consideration to the direction of the wind, the distance the exposures are located from the fire building, particularly the character of the construction and material kept therein, also the window protection provided on the exposures.

Heat very readily radiates through plain or wire glass, and will ignite material located many feet distant. In cases of this kind an officer should be on the alert to protect the danger points.

Iron shutters will radiate heat quickly, in sufficient degree to ignite material in an exposure, even though there is no external appearance to the shutters that would indicate the degree of heat to which they have been subjected.

It is good policy to anticipate the possibilities of a fire's extension to one or more exposures and take such action by wetting down with streams, or the placing of lines actually within the structures.

In many cases fires occur in buildings during working hours; the iron shutters or other window protection on exposures are open. The officer commanding should be on the alert to see that windows or shutters are closed without delay.

Frequently lines have been sent in to exposed buildings as a point of vantage, to direct streams on the fire building, and its windows and protecting shutters have been opened indiscriminately; this policy is not in line with good judgment, as windows and shutters should only be opened at the particular window from which the stream is to be directed.

The officer in charge of the fire should be on the alert as to the safety of his sub-

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ordinates, and a careful estimate should be made on the stability of the structure.

Is the structure stocked with light or heavy material? To what extent have the wooden supporting members or floor beams been weakened by the ravages of fire? Is it of old or modern construction, or a converted structure that, at the time of its original construction, was never intended for factory uses?

Regarding materials that absorb water, such as hay, rags, jute, hemp, paper, etc., it is necessary to bear in mind the vast difference in weight between the dry and water soaked material in making an estimate of the stability of the structure.

An enormous weight of water is thrown into a structure, a little more than one ton for every minute that one line is operated, and it would be well to calculate what five streams would throw into a structure in ten minutes, approximately fifty tons.

It is not intended to imply that each and every pound of that fifty tons of water has been absorbed by the material in the structure, but it is safe to feel that a considerable weight of water has been added. Therefore caution should be used if operating on the inside or in close proximity to exterior walls.

Occasionally absorbent material is packed very closely in buildings, without leaving any room for expansion that may be caused by the water absorbed. This condition should also receive consideration as sufficient pressure can be developed to materially interfere with the stability of the structure, and where it is known that an absorptive stock is carried, an officer should at all times be on the alert to observe any bulging of the walls or cracks therein, or trivial indication that they are getting out of plumb, and prompt thought to overweighted floor beams.

Water tanks on roofs, where supported on roof beams, are an extremely dangerous hazard to the safety of the operating force, and a careful estimate should be promptly had as to what extent the strength of the supports have been weakened by the effects of the fire.

In other cases tanks are partially supported on the bearing walls of the structure, usually at a corner, and in addition to the support that the walls provide, wood beams or iron girders are also used.

This construction is not as hazardous as that previously described, but it is also necessary that an officer be watchful, even where iron beams are used exclusively to support tanks, as, where sufficient heat is in contact with iron beams, they may bend and permit tank to fall through the roof. When tanks on or over a roof present a hazard, means should be promptly taken to empty them of their contents, where it is possible to do so.

At times refrigerating systems may be found in buildings used for commercial or factory purposes, and when such buildings are involved with fire an extreme hazard is also developed.

Generally the articles or compounds used in developing low temperatures are of such a character that they are extremely susceptible to heat, and application to the containers causes rapid expansion, producing unusually high pressure, reaching 900 pounds in systems using carbon dioxide.

Safety valves are provided on the various systems, both on the high and low pressure sides, which limits the amount of pressure that may be developed on a system during its actual operation.

When a system is shut down for the night, valves on each end of the receiver are shut off, and the absence of any safety valve on the receiver develops an extremely serious hazard, as in the event of the building being involved with fire, its heat coming in contact with receiver will

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Any nozzle that allows water to escape from the hose, is often considered "good enough." Larkin Nozzles are properly constructed. They're made of the best possible material and are tested to 250 pounds pressure before leaving the factory. Easy to keep tight because of their correct construction. They will positively give an efficient stream until entirely worn out.

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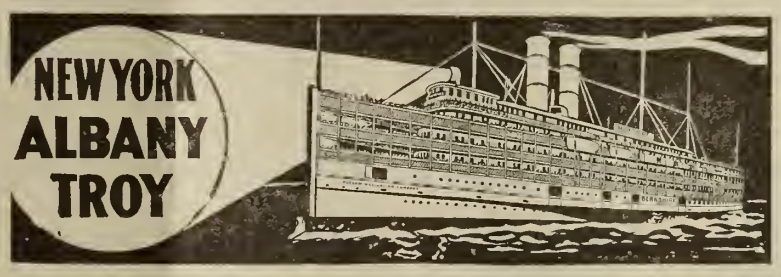

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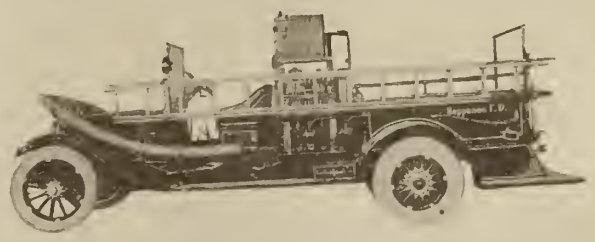

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Fire Department Uniforms, Caps, Banners, Etc.
149-151 West 36th Street NEW YORK

San Mateo, Calif. — Plans for additional fire apparatus, a fire alarm system and reorganization of fire department adopted. The campaign for better fire protection followed the $500,000 Peninsula Hotel loss.

Somerville, Mass. — Appropriation of $9,300 for additional fire apparatus recommended.

FIREMEN'S COMPANION AND OFFICERS' HANDBOOK

Fourth edition, enlarged. For instruction and reference in all matters relating to the organization or management of Fire Companies. It embraces Parade Tactics, Drill and Ceremonies, Fire Rules and Drill, Tournament Rules, Parliamentary Rules, Department Ordinances, Forms etc., etc. Convenient for pocket use. Price postpaid, 90 cts. With drill chart, $1.00.

FIRE SERVICE, 225 FIFTH AVENUE, N. Y.

quickly develop an unusually high pressure, and the certain rupture of the receiver will result in the instantaneous liberation of the pent-up force, the dangerous results of which cannot be foretold.

In some cities means are provided on the exterior of the buildings which permit, when conditions warrant it, of liberating the gas to the outer air or mixing it with water and allowing it to run into a street sewer, but this method would only be of value while the system is in actual operation, and would not minimize the danger that is at any moment imminent where the valves on a receiver are closed.

All officers should obtain full knowledge as to the construction of refrigerating systems, and the character of the articles or compounds used therein to produce low temperature, as under certain circumstances they are dangerous to life by means of explosion, or by inhalation into the human system.

Breeching of side walls at fires has on many occasions been of material assistance in placing hose lines in positions where the water delivered reached the seat of the fire through the opening so provided, which could not be accomplished in any other way, as streams from front or rear met with congested stock storage or interior construction that interrupted their travel.

In other cases where the stability of a building was affected by fire, and it was deemed too hazardous for officers or men to operate on the interior, side walls have been breeched through which streams were delivered with effective results.

At fire extinguishing operations of prolonged duration, particularly at cellar and sub-cellar levels, where large volumes of smoke and gases are produced by incomplete combustion, large numbers of officers and men are overcome and physically incapacitated from further activities in the operation.

The officer in charge should be on the alert as to the extent to which the force present is being depleted, and call such additional force as may be necessary to supply the deficiency created in the ranks by those who have been incapacitated.

Contemplated Improvements

Pine Grove, Pa. — Hook and Ladder Co. will raise funds for new apparatus.

Troy, N. Y. — A new pumper is to be purchased.

Riverhead, N. Y. — A new fire truck is to be bought.

Vandegrift Heights, Pa. — Fire department raising money for purchase of new equipment.

North Carver, Mass. — Need of a fire department demonstrated in a recent fire.

Santa Cruz, Calif. — Chief Tait recommends purchase of a hose cart.

Redding, Conn. — Fire company raising money for motorizing apparatus.

Long Branch, N. J. — West End Fire Co. is considering purchase of motor fire apparatus at cost of $12,000.

Eatontown, N. J. — Township committee considering purchase of a pumper.

Red Bank, N. J. — A chemical combination is to be bought.

Emporium, Pa. — Voters decided in favor of bond issue for fire apparatus.

Birmingham, Ala. — A new fire station to cost $100,000 is to be built.

Santa Ana, Calif. — Town will vote on $33,000 bond issue for fire apparatus.

D. Arthur Burt

D. Arthur Burt, for many years a citizen of Taunton, Mass., and well known throughout New England in fire department circles, died at Boston, after a long illness. His funeral was held August 11 at the J. S. Waterman chapel in Boston.

Mr. Burt was secretary of the Massachusetts State Firemen's Association, a position he occupied for many years, and also was a member of Charles H. Titus lodge of Masons of Taunton. He is survived by his wife, Mrs. Lizzie T. Burt, and one son, Harry A. Burt, both of Taunton.

Mr. Burt had been in failing health for a long time and was obliged to retire from active business on this account about a year ago. He was born in Taunton and was a son of David Allen Burt, who for many years was in business on Weir street. The older Mr. Burt was a native of Norton. D. Arthur Burt's mother before marriage was Charlotte Tilden of Walpole.

Mr. Burt, after completing his studies in the public schools, was associated in business with his father and later directed it for himself until his retirement to take up the duties of a traveling salesman for fire apparatus. For many years he handled the output through New England of the Amoskeag company, and later that of the Seagrave company.

While in Taunton he was a member of the call fire department and also was a member and secretary of the Taunton board of overseers of the poor.

"More Pep"

Reorganization of the Peoria fire department by adoption of the two-platoon system will be carried into effect.

This is accomplished by addition of 14 men to the department and in effect makes 24 hours on duty and 24 off, for each man.

The system in other cities throughout the county has worked out in a highly satisfactory manner. It makes the service more attractive to good men, giving them a chance to get acquainted with their families. The result is more effective work and an esprit de corps that puts more pep and ginger into the entire organization.

In the reorganization there are 26 captains instead of 13 as formerly. — Peoria Star.

Standardizing Threads

Complying with a ruling of the state fire marshal, all fire hose connections belonging to the Decatur fire fighting equipment have been made uniform and standard.

A deputy fire marshal was in the village Tuesday to supervise the work. He brought special tools designed to cut standard threads, and these were used by a crew of workmen in refitting the connections of the hose and hydrants.

The hydrant caps could not be handled by the machines at hand and were taken to Dowagiac for refitting at the machine shops. At least three different sizes of threads were found by the workmen, which accounts for some of the difficulty that has been experienced by firemen in making quick connections after an alarm.

When this campaign is completed, the state marshal announces all hose couplings in the state will be uniform. If one village or city sends to another for assistance, the hose taken by the visiting firemen is sure to fit the hydrants or can be coupled with the hose of the place needing assistance. Much property has been lost by the lack of uniformity in hose connections. Only a few years ago, the Paw Paw fire department was called to Lawton to help on a big fire, and arrived there only to find that the hose could not be connected to the grape town hydrants. — Decatur, Mich., Republican.

FIRE SERVICE

BRUSSELS ADOPTS PLATOONS

And All the Women and Children Have Been Thrown Out of Its Engine Houses

The 385th city to adopt the two-platoon ystem for its fire department is Brussels, 3elgium, with a population of about 400,-00.

Thus the capitol of another European ingdom is added to the long ıst of two-latoon cities, and another country is like-ise added to those having up-to-date fire epartments.

Fire, London, England, in its August is-ue says:

"Some of the English and French dele-ates met at the Place du Nord, and were onveyed by an official fire brigade motor to the Headquarters of the Brussels Fire Brigade, where they were conducted round by Commandant Cayaerts, and the whole of the organization was pointed out.

"The principal difference that appeared from former visits was the absence of women and children, the whole having been cleared out on the establishment of the platoon system.

"They now work 24 hours on and 24 hours off. No meals are cooked on the premises, and the officers only are allowed to reside at Headquarters, and those only so long as they remain single."

EUROPEAN FIREMEN MEET

The 35th Annual Congress of the Federation National des Sapeurs-Pompiers Francais

British delegates attended the thirty-fth annual congress of the French Fed-ration of Firemen and the Inter-allied Ex-ibition of Fire Appliances in Paris.

The delegates left Victoria Station, Lon-on, on Thursday, 8th July, 1920, arriving t Calais at 2.30 p.m., and after examina-on of passports and baggage proceeded Paris by the 3.15 p.m. train, arriving at p.m., and at once proceeded to their eadquarters, the Hotel Edouard VII., Rue douard VII.

On 9th July they reported to the Federa-on Headquarters at 22, Rue de Dun-erque, and received the congress passes.

On 10th July the delegates attended an xhibition of motor pumps on the banks of ıe Seine, and visited the exhibition of fire ppliances and life-saving apparatus.

At 3 o'clock in the afternoon the dele-ates attended the thirty-fifth congress at ıe Salle de la Societe des Horticulture, 4, Rue de Grenelle.

Delegates were also present from Bel-ium, Luxembourg, Sweden, Spain, Swit-erland, and Baltic Provinces.

Papers were discussed on Fire Preven-on, Fire Brigade Organization, Air Raids, c.

After the congress, Mme. Guesnet, the wife of the president, received, amongst others, the delegates at the private house, Rue de Tocqueville.

On 11th July there was a further meeting of the congress, and in the afternoon there was an excellent gymnastic display by the Regiment of Firemen of Paris, after which there was a fine combined wet drill. This was held under the presidency of Monsieur le General Berdoulat.

In the evening the delegates attended the banquet at the Palais d'Orleans, under the presidency of Monsieur Rebel, Under-Secretary of State, who was supported by members of the Chambre de Deputes. The British delegates were warmly received, and at the end of the banquet various honors were presented to them as well as to other foreign delegates.

On 12th July Lieut.-Colonel Hivert, Commandant of the Regiment of Firemen of Paris, and Mme. Hivert held a reception at their private house.

Notre Dame and other places, which had been damaged by fire and air raids during the war, were visited by the delegates, and the precautions taken by the Government authorities were studied.

FERRIES AS FIREBOATS

The Queer Experiment That is Going to Be Tried in Boston

Boston's two new ferryboats, one of which ill be constructed by the Winnisimmet hip Yard, Inc., at Chelsea, and the other y the Groton Iron Works, Groton, Conn., ill be equipped with powerful fire fight-ıg apparatus, thus permitting them to be sed as auxiliary fireboats and increasing ıe protection against fire on the water-ront. This announcement was made by Iajor Thomas F. Sullivan, commissioner f public works, in making public the deci-ıon of Mayor Peters to divide the con-racts between the first and second lowest idders.

Boston has three fireboats in service hich are ordinarily able to take care of n extensive waterfront, but in the case of conflagration their pumping capacity ould not be adequate.

Modern ferryboat construction takes into account fire-fighting possibilities and Mayor Peters was anxious to have powerful pumps installed on the latest acquisitions so that any possible emergency might be provided for. In time of fire, when the boats would be in operation, the fire department would take over their control.

The decision to give the contracts to two firms, instead of one, is undoubtedly as much of a disappointment to the Winnisimmet Ship Yards, Inc., as it is surprising to city officials and other bidders. The mayor came to that conclusion after a visit to the Chelsea yard and several conferences with Judge Michael H. Sullivan, chairman of the Finance Commission; James Swan, general manager of the Herreshoff Manufacturing Co.; Frederic M. Fay, Spofford & Thorndike, the designers of the boats; A. Loring Swasey and A. W. Raymond, consulting naval architect; Major Sullivan, commissioner of public works; Guy C. Emerson, engineer of the Finance Commission and others.

It is announced that the primary reason for dividing the contracts is to save time, in view of the great importance of getting the ferries in operation at the earliest possible moment. The Winnisimmet Ship Yards, Inc., was the lowest bidder and the Groton Iron Works the second lowest bidder.

The Chelsea yard will turn out one boat in eleven months and would require fifteen months for the second, whereas the Groton concert agrees to finish one boat in eight months. The boat to be built in Chelsea will cost $335,000, while that awarded the Connecticut firm will cost $397,950.

"The present condition of two of the East Boston ferryboats, in my opinion, would not justify our going through two more winters, as would be necessary if the bid of the Winnisimmet company for the second boat were adopted," Major Sullivan told the mayor.

The new boats will be of steel construction throughout. They will have four roadways each, similar to the General Sumner and the John H. Sullivan.

With the installation of two new drops or entrances now being designed it will be possible to load and unload two lines of traffic at the same time, thus greatly increasing the efficiency of the ferries. The boats will be somewhat longer and larger than any of the existing boats, being limited in width only by the size of the slips. There will also be greater head room for vehicles, thus making it possible to carry any fire apparatus, including water towers.

The boats will be named after veterans of the late war; namely, Lieutenant Lawrence J. Flaherty of East Boston, of the 101st Infantry, and Private Ralph Palumbo of the North End, who was the first citizen of Italian descent killed in the United States service.

Not Enough Work

At Everett where the two-platoon system has been in operation for some time, there is to be a "shift." When the system was adopted it was decided to have two permanent shifts, and since then there have been 52 alarms of fire, one platoon responding to 42 of them, and the platoon that responded to the other 10 feel that it wants to keep in touch with real fire duty, so have asked that the platoons alternate, and the request has been granted. — Providence Tribune.

They All Reported

Chief Officer Burns responded on behalf of the Chiefs Association. With regard to improvements in the service, he claimed that this was mainly due to the Association, with the help of such gentlemen as the Mayor of Bradford and other municipal delegates attending their conferences.

He referred to the two-platoon system and mentioned the fact that on the occasion of a big fire at Birkenhead he was very much surprised to find that every man in the platoon who was on leave had reported for duty without instructions, and he had the full force of the Brigade to work with. — The Fireman, London, England.

Westfield, N. Y. — $5,000 voted for motor ladder truck.

THAT "LAST HORSE" BROMIDE

How the Newspapers Fell for This Old Stunt, Put Over Once Again

Although we are in the midst of a presidential campaign whereon some of the mightiest questions that ever arose in world politics depend, newspapers all over the United States turned aside from matters of moment and proceeded to emit sentimental wails over what they called "the disappearance of the fire horse" when the New York fire department again pulled that old bromide of "the last horse" as described in our late issue.

The claim of the New York fire department that it can "put one over" on the world at stated intervals seems to be vindicated by these events.

Everybody appears to fall for it when a great hullabaloo is raised about the installation of a piece of motor apparatus and the reporters are invited up to witness the sad vanishing of "the last horse," although this mysterious creature has been fading into history for many years in New York. The newspapers either have no memory or else they lend themselves to the fraud that the fire department is putting over on the public.

"The last horse" has been going from the New York fire department these many years. He will keep on going for other years to come.

For, of course, everybody in the fire service is aware that instead of the New York fire department being fully motorized, as are most of the large American cities and as are all the capitols of Europe, it is not yet 75 per cent motorized. It is employing over 300 horses in the outlying suburbs, where it is hoped nobody will see them, and where they are taken out for exercise at night.

Only one of the five boroughs of New York is motorized, and when that feat was finally accomplished the other day after years of agitation, the "last horse" was ceremoniously evicted in the presence of the Fire Commissioner and of a vast concourse of people, and the impression was given out that it was, in fact, the last horse in New York and not the last horse in Manhattan.

The evident intention was to pretend that the New York fire department was up-to-date and motorized. Nothing was said about the great aggregation of horses in the other four boroughs of New York. Nobody called attention to their feed bill or the cost of shoeing them or of buying new horses and all mention of the "stables" was carefully suppressed.

It might seem that such childish expedients would not impose upon a simpleton at a time when we in New York are maintaining enough horses in our fire stables to equip a cavalry regiment. But the comment of the newspapers of the United States, which reprinted the carefully prepared story, shows that the New York fire department is an expert in putting over this bromide, even when it has pulled the same stuff several times before.

The New York Sun said:

"As men who would resent being called old recall even now the glories of the Volunteer Fire Department and shake their heads sadly over what they feel to be the inadequacy of blue shirted professional firemen in comparison with their predecessors, so for years to come there will be citizens to lament the passing of horses from the equipment of the department. In the good old days men handled the machines. Horses supplanted them. Now gasoline engines are used exclusively.

"Mutt, Jeff, Doc, Carl and Carnot — a typical list of fire horse names — were the last survivors of the splendid stable the fire fighters once had. They answered a false alarm from the quarters of Engine 47, in West 113th street, Wednesday, and now enjoy honorable ease in the service of the Park Department. Their retirement has been earned by honest work. Nobody will stop to pat the radiator caps of their successors, or to drop lumps of sugar into the gasoline tanks; the sentimentalists who indulged in such familiarity would hear words of power from the firemen.

"A motor propelled fire engine is an interesting, a respect-inspiring machine, but it has no romantic appeal. The horses of the Fire Department have been among the most picturesque possessions of the city, particular pets of the children. An injury to a fire horse has been a cause of regret to all; proposals to sell them for general working purposes have inevitably aroused opposition, frequently ending in purchase and pensioning for the horse. There will be no sentiment spent on the motor. Perhaps it is well; the drain on human sympathy has been heavy of late, and the elimination of the horse may relieve some overstrained natures."

The poets fell for the fake. The New York Evening Post broke out with the following "On the Passing of the Last Fire Horse":

I remember the cleared streets, the strange suspense,
As if a thunderstorm were under way;
Magnificently furious, hurrying thence,
The fire-eyed horses racing to the fray;
Out of old Homer where the heroes are,
Beating upon the whirlwind thunderous hoofs,
Wild horses and plumed Ajax in his car:
Oh, in those days we still possessed the proofs
Men battled shouting by the gates of Troy,
With shields of triple brass and spears of flame.
With what distended nostrils, what fierce joy,
What ring on stone and steel, those horses came.
Like horses of gods that whirl to the dawn's burning,
They came, and they are gone, and unreturning.

— Kenneth Slade Alling.

The Boston Post also wept as follows:

"Over in New York last Wednesday there passed from the scene of action the last of the equine drawers of fire engines. On that day, when Mutt, Jeff, Doc, Carl and Carnot, the five fire horses of Engine Company No. 47, clattered over the runway from the engine house out into West 113th street, there was marked the passing of the last fire horses.

"There is a sadness about this disappearance of the noble, magnificent fire engine horse. Gasolene has come with its superior speed and certainty, but the elements of affection, care and responsive action from the horse will hardly be made up in the hearts of men by mechanical power for the loss of the more personal equation of the horse.

"The horse knew when his own alarm of fire sounded. He was eager to go out for the duty that he was trained to. At the scene of action he halted as if brought up for the moment. People petted him and received his little nips of playfulness in the greatest good humor. And now — only the smoke of gasolene and the stolid front of a motor engine.

"We gain in efficiency, perhaps, but we lose in all the sentimental qualities of love and regard. Alas, that this must be so. But we suppose it must."

The Boston Transcript wept in a half column editorial and concluded: "Cities have been saved from destruction through the exertions of horses that dragged tons of metal through the streets at rates of speed seldom equalled by other horses except on the race track. Cities have suffered when, because of illness or other cause, the horses in the engine houses were unable to do their work. It has often been said that, had there not been an epidemic among the horses of the department, Boston might have been spared the loss suffered in the great fire of 1872. But the faithful animals, to whom the tapping of a fire alarm gong was a call to duty to be met with instant response, have had their day, certainly in the congested areas of the great cities. They will ultimately disappear altogether.

"The time is coming when horse-drawn fire apparatus will be looked upon with the same kind of curiosity as is now exhibited when the old-time hand-tubs are seen at musters. But the fire horse will not be forgotten. He will live in history as one who played a gallant and an important part in the never-ending struggle with a destructive element."

The Boston Record said:

"The fire horse everywhere is becoming a memory. Even Nantucket, then a motorless paradise, surrendered some years ago and adopted a motor fire apparatus. With the passing of the fire horse goes something of romance. It yields to necessity and efficiency. No normal being is indifferent to the thrill of what is now the old-fashioned fire department with its splendid horses three abreast galloping through city streets.

"But fire fighting is not all romance. As the fire horses succeeded the old hand-drawn apparatus, so the motor succeeds the horse. The experimental stage of motor fire apparatus has long been passed. Some day an adequate story of the part that horses played in fire departments will be written. The horse's fame will be secure, but as a factor in fire fighting, his day is near its end."

Under the head "The Fire Horse Goes" the Cleveland Press in an editorial dug up a lot of historic horses. It said:

"Their day is done. The sound of their galloping hoofs in the streets will be stilled. Instead, there will be the shriek and roar of motor-driven fire apparatus.

"Man owes much to the horse. His debt to this animal reaches back into antiquity so far its origin is lost. But scientists have figured out that primitive man was able to lift himself into civilization only where he was able to shift to some work animal a part of the task of sustaining life. The elephant, ox, camel, llama, the dog, all have been bent to this human service. But the most serviceable of all was the horse. It is to the horse that man owes most.

"Invention of steam engines first began to make men independent of horses. But this independence has been very recent. Without horses the settlement of the western part of this country would long have been delayed. In the prairie sections not reached by waterways this settlement would now only be starting. In the early days of the west a man's life depended on his horse. That was why horse stealing there was a crime which popular opinion made punishable by death.

"Man's dependence on the horse developed a love for the horse which is celebrated in fable and history. There are Rosabelle, favorite palfrey of Mary, queen of Scots; Marengo, the white stallion Napoleon rode at Waterloo; King Arthur's mare Lamri; Siegfried's horse, Grane; Al Bor-

ak, the horse of Mahomet; Copenhagen, Wellington's horse at Waterloo; Fortunio's fairy horse; Celer, the horse of the Roman emperor Verus; Black Bess, of the highwayman Dick Turpin, and the great black charger Joan of Arc rode to save France at the siege of Orleans in 1429.

"American history celebrates the horse Paul Revere rode from Boston to Lexington in 1775. There's the horse Washington rode at Princeton, and the almost equally famous horse which Gen. Phil Sheridan rode to Cedar Hill. In peace as in war horses have attained lasting fame.

"But horses steadily are becoming less necessary to man. In the course of time they may disappear. Many signs point to it. The replacing of fire horses by motors is a conspicuous example. To the extent that horses are being supplanted by machinery, the horse is the victim of a civilization which the horse did much to create."

If it was, in fact, the last horse in the fire department that disappeared from this mundane sphere we see no cause for these wailings, but rather for rejoicing. Even the local fire department is ashamed of its horses, as is shown by its laborious efforts to create the impression that it hasn't any more.

But the public has a short memory. The fire department officials who pulled off this stunt will put it across again at least four more times, when each of the remaining boroughs of New York is in its turn in the course of years motorized.

"You can fool some of the people all of the time, and all of the people some of the time, but you never can fool all of the people all of the time." Thus said Lincoln.

"Small Town Stuff"

If it is true that the chief of the fire department is gradually eliminating all the fire bells with the idea of hastening the day when the public will have no information that an alarm has been turned in, he will be certain to stir up a storm of protest.

The people want to know when there is a fire. With some it may be idle curiosity, but not with all.

A man down town at work hears an alarm from the box nearest his house. He telephones home, finds that everything is all right, and is greatly relieved in mind.

A man at home hears an alarm from the box nearest his store. Naturally he is concerned until he finds out just where that fire is.

It will be argued that in both cases the man would not worry if there were no outside bells, because he would not know there was a fire anywhere, but suppose it is actually his home or his store that is burning? Isn't it due him to give him the information, and can that be done any better way than by continuing the outside bells?

It may be "small town stuff," but we are a small town, and there is no reason why we should imitate New York or why any of our officials should act as if they thought the place was not good enough for them.

Outside bells do not hamper the firemen. They do convenience the public. They cost a little money, but if the people are willing to pay that is their business. So long as outside bells are practicable, let them ring to the end that the public may know when there is a fire and about where it is. —New Bedford Standard.

Working on Days Off

Holyoke is now numbered among the cities where firemen must devote their days off to rest, and under no circumstances can they sell or give their labor to any firm or person. — Providence Tribune.

WANT PAID FIRE DEPARTMENT

City With Over 88,000 Population Being Served by Volunteers

A virtual demand for a paid fire department, couched in diplomatic terms, was presented to City Council of Wilmington, Del., by the Chamber of Commerce. It was referred, without debate, to committee of the whole.

After pointing out the menace to the city by the lessening of the protection afforded by the volunteer companies, if any of the companies disband, or any of the fire-fighting apparatus passes beyond control of the fire department, as was threatened by the disbanding of the Friendship company, the Chamber of Commerce communication cites the visit to Wilmington with a population of over 88,000 of representatives of fire insurance companies to investigate advisability of canceling local insurance contracts.

It characterizes the present situation as "an emergency requiring immediate and drastic action," and urges Council to "take immediate steps to meet the situation and also to go on record as favoring the establishment of the paid fire department at the earliest possible date."

The communication says in part:

"Under the direction of the executive committee of the General Committee on Conservation and Fire Prevention, we desire to address you respecting the present emergency which may deprive our city of existing fire protection.

"We have given careful consideration to the recent engineering report of the National Board of Fire Underwriters (copies of which we understand have been received by you) and feel that we cannot emphasize too strongly the justification for the recommendations contained therein. In our opinion any curtailment of the present fire-fighting apparatus, or any lessening of the fire-fighting personnel will constitute a serious menace, and we urge upon the Council that the probability of this be regarded as an emergency requiring immediate and drastic action on your part.

"Any curtailment of apparatus, any lessening of morale, any failure on the part of our municipal authorities to step forward toward the improvement of existing conditions, not only in fire fighting, but also in conservation and fire prevention, is liable to force upon our citizens and taxpayers a dangerously embarrassing financial and economic status.

"We are confronted at this time by not alone the endangering of property so necessary to the mercantile and industrial activities of our city, but also the need for better safeguarding of human life.

"For several years the civic organizations of Wilmington have sought to secure the establishment of a paid fire department; there has been no change in this attitude. We can state further that it is our impression public opinion has so crystallized in favor of a paid fire department, because of the industrial growth of our city, that there will be little if any opposition to immediate and appropriate legislation. Pending such legislation we must urge you to preserve in full force and effectiveness existing apparatus of volunteer companies and with it the fire-fighting spirit which in no uncertain way has prevailed in the past."

It is practically assured that eight of the companies which comprise the city's volunteer fire department will renew their contracts with the city at the expiration of their present contracts. There is still some doubt as to action of three of the companies, and the Friendship will disband.

Overland Deliveries

The Obenchain-Boyer Co., Logansport, Indiana, started road deliveries of 9 pieces of fire apparatus Aug. 30. Included were 2 combination chemical and hose motors for Depew, N. Y., one each for Farmington, Ill., and Gowanda and Orchard Park, N. Y. Service ladder trucks for Depew, N. Y., and Lancaster, N. Y., and triple combinations for Warsaw, N. Y., and Elba, N. Y.

The wonderful new wireless telephone on a fire engine as it is being used in Europe. Sending a message from a piece of apparatus in the street to the Central Headquarters and listening for instructions. (Copyright "International")

FIRE SERVICE

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International Fraternity

Under the auspices of the celebrated Corps de Sapeurs-Pompiers de France there has been held at Paris the first meeting, since the war, of Fire Chiefs and other fire officials from all over Europe. More than a dozen nations, races and religions were represented, all speaking different languages. Yet they met in fraternal cordiality and the proceedings were conducted with high distinction and finished with elegance and amiability.

How different was all of this from the extraordinary proceedings at Toronto, where only two nations were represented! The mere sight of one foreign flag seems to have been almost enough to unbalance an important officer, whereas the President in Europe smilingly conducted the proceedings in the presence of more than a dozen flags and heard on all sides foreign languages.

It is said that since the war we, the Americans, have ceased to be international, that we don't want to be international and have no further use for the word. If this be the case it might be well to drop it out of the names of many of our societies. It was a misnomer anyway in the Western Hemisphere, as, when used here, it merely means American-Canadian and a society composed of only two peoples can hardly call itself international in the true meaning of the word.

It is entirely appropriate in Europe, however, where you can gather up a bushel basket of small nations who live in peace and amity alongside each other for long periods and then all fall upon each other in a wrangle.

"By October"

"The last of New York's firemen got the two-platoon system yesterday." — New York World, June 16.

It all depends on what you mean by "got."

If you mean that the New York firemen received another promise, this time that two-platoons would be fully installed in the local fire department "by October," in other words during next winter, then you would be approximately correct.

But if you mean that the last of the New York firemen have now been placed on a two-platoon basis and are at the present time actually enjoying decent living conditions, then you are woefully mistaken. For immense numbers of the New York firemen are now living under the iniquitous system of continuous service that has been driven out with jeers and indignation from most of the American and many foreign cities during the past 18 months.

They have no homes but the engine houses. They are officially tied to the apparatus. They include "two-meal men" and "one-meal men."

When they get "a night off" it begins at 3 A.M. If they desire to attend religious services they find that continuous service stands in the way. Their wives and children know them not except as mysterious strangers who bob in and out of their homes on haphazard days at uncertain hours.

Some of them take "breakfast" at 9 o'clock in the evening. Other arise at midnight to begin their day's work. They are not allowed out on the sidewalk. They must click their heels and give the Prussian salute when any of the high muckamucks come along. They turn night into day and day into night.

Eating at irregular intervals cold sandwiches and "slop," their stomachs are out of order, and, sleeping in their clothes, their bodies are out of order. Naturally as a result their minds are out of order.

They think the days of slavery are still with us and that the abolition of human servitude accomplished by Abraham Lincoln is an amusing fake put over on the public to blind their eyes to what has been going on in the fire service.

These men do not know the modern world. Many of them only see it at night or in the early morning hours when they are alone with the policeman. In the gloom of the engine houses they have heard faint rumbles of such words as "progress" and "advancement" but know not what they mean, for the fire service with them is the same as it was with other men, fifty or more years ago.

They have heard that the toilers have had their hours regulated by the state but see no evidence of it. The eight-hour law is only a mythical fable to them.

And while they have been told that everywhere throughout the industrial world both in this and in other countries compulsory slavery of human beings has been ended by law on the ground that it was opposed to public welfare, they are not inclined to believe it, for are they not public servants themselves, working for the government of the city? If there was any reform of slavery, they think it would first begin in the public service, and they know themselves to be public servants, theoretically under the watchful and protecting eye of the public conscience.

No. The New York World has another guess coming if it thinks that the last of the New York firemen have got the two-platoons.

New York began — at least it said so — to install the two-platoon system over a year ago. Hundreds of cities meanwhile have installed it in a day. But New York after over a year at the job can now only promise that it may be finished next winter — "by October."

Thrown Out by Platoons

The reinvigoration, the added pep, the new moral force that is filling all the veins and arteries of the fire service with the strength that comes from a draught of wine as a result of the adoption of the two-platoon system, is bearing manifestations of various sorts in divers countries.

But one of the most curious results of this new reform is the clearing out from all the engine houses of Brussels in Belgium of the women and children who formed such a picturesque feature of firemanic existence in the capitol of that once "bleeding Kingdom."

There was feminine housekeeping close to the apparatus, nurseries on the upper floors, children's toys strewn under the hook and ladder and the family wash flapping in the wind from the roof, while stockings dried on the triple combination and spring bonnets reposed on the hose cart.

All of this has been swept away by the resistless pressure of the two-platoon system. No longer are the Brussels engine houses to be used for domestic house-keeping. These structures are henceforth to be purely masculine.

Women win the ballot and lose the engine house!

President Healy's Trip

Wyoming fire chiefs were honor guests of Chief P. S. Hoyt of Cheyenne in the private car "Colonial" on the trip to the Forty-eighth Annual International Fire Chiefs convention at Toronto, Canada, July 26-28.

Fire Chief Oscar Hiestand, head of the Casper fire department, and Mrs. Hiestand; John F. Healy, chief of the Denver fire department, and his wife; T. Joe Cahill, former fire chief at Cheyenne, and his wife; John J. McInerny, city commissioner of Cheyenne, left Cheyenne July 22, in the "Colonial," which is the sister car to the president's special "Mayflower."

From Chevenne the party went to Chicago and thence to Toronto. Returning they made the trip to Quebec down the St. Lawrence river on a boat.

Buffalo, Niagara Falls, and the Yellowstone National Park were visited on the return trip.

Chief Healy was named president of the International Fire Chiefs Association, which includes fire chiefs of both the United States and Canada. It was partly through the efforts and backing of the Wyoming chiefs that Chief Healy was elected second vice president, then first vice president, and finally this year president.—Casper, Wyo., dispatch to Billings, Mont., Gazette.

The Immigration Wave

On July 13 there arrived at Ellis Island 10,132 European immigrants, the majority of whom came from Italy and other Mediterranean countries, with a few from Great Britain and some from Holland who had escaped to that country during the war. There are plenty of immigrant women, and as none of them apparently intend to do housework. but are going to the factories, they may release some of the men there for agricultural and construction services, so much needed.

PLATOONS IN BOSTON

Firemen Propose to Have Another Try for the System This Fall

The Boston American, August 30, said:

Boston firemen are out to secure the wo-platoon system at the State election, espite the opposition of Mayor Peters and he Finance Commission.

They are circulating petitions which nust be filed by Oct. 2 with the Secretary f State containing the signatures of at east 12,000 voters.

They report that the public attitude to-ard the two-platoon system has changed ince its defeat last year by 5,389 votes in he last State election.

The two-platoon system in brief calls for night and day shifts instead of the single force of firemen, which now does duty both night and day. Under a law of the 1919 Legislature the signatures of 10 per cent of the voters of any city or town is necessary to secure a referendum at the State election. Boston is credited with 120,000 voters this year.

Mayor Peters strongly opposed the two-platoon system last year and the Finance Commission supported him. Fire Commissioner John R. Murphy, though he did not come out openly against it, was also said not to favor it.

"BETTER FIRE PROTECTION"

How the Two-Platoon System Worked Out on Trial in a Large City

The address of First Assistant Chief ohn Stahlhut, of the Fort Wayne Fire Department, delivered August 12 before the ndiana Firemen's Association in session t Fort Wayne, Ind., went into detail about he working of the two-platoon system vhich was put into operation by the Fort Vayne Fire Department January 1. Mr. Stahlhut spoke as follows:

The committee in charge of this convenion has invited me to address you on the ubject of the platoon system, reviewing omething of the progress that has been nade in its establishment. I assume this onor has been conferred upon me because Fort Wayne is the first city in the state sing this system, and it is my intention to ase my statement on our experience since ts adoption the first of the year.

If it is fair that men in all other lines of mployment should work but eight or nine ours per day (and we concede that it is) hen where is the fairness in requiring firenen to remain on duty twenty-four hours er day?

From the humane standpoint, the twolatoon system is the best, from the standoint of fire protection it is better, and rom the standpoint of a contented personel there is no comparison between this ystem and the old continuous service sysem.

From critics of the system and persons nfamiliar with its operation have come tatements that have no foundation.

For instance, it has been claimed that iremen released from duty on the off shift nder this system, will not respond to speial or general alarms.

Several weeks after we had installed this ystem we had a large fire in our city, and t was necessary to call all of our departnents into service. Within a short time fter the general alarm had been sounded, ll of the men on the opposite shift, with he exception of three, reported at the fire. Vou can readily see the added strength we ad to combat this fire.

The most important thing to consider in dopting the two-platoon system is the umber of men required to properly and fficiently man the apparatus. The one real nenace of the new system is the tendency o put fire departments on a two-platoon asis at the expense of the efficiency of the ompanies.

The object of any system of fire protecion is to protect, and today prompt and roper handling of apparatus has much to lo with adequate fire protection. How can fire department, with companies barely large enough to properly and efficiently man the apparatus under continuous service system, be expected under the two-platoon system to handle the same apparatus with even more efficiency with companies reduced by one-half? It cannot be done, and a moment's consideration should suffice to convince even a layman of the impossibility of the undertaking.

Adoption of the two-platoon system by any community means increased efficiency, but not with the same force of men as was required under the continuous service system. No community should adopt the two-platoon system unless it is prepared to spend more money upon its fire department; for successful operation under this system means more men and a larger payroll. It is safe to say that the change from operation under the continuous to the two-platoon system will represent, in most communities, a financial increase of 45 per cent. That at least was our experience.

In Fort Wayne, after giving the subject of the duration of the shifts much consideration, we adopted periods of four days, three of ten hours each, and one of twenty-four hours. The hour for shifting platoons is 8 a.m. and 6 o'clock p.m.

The relation of the captains to the companies under this system is adjusted by having captains in every company. We took the position that there should be no division of responsibility for the management of the different fire companies, that there should be no opportunity for the captain of one shift of a company to say, when trouble arises, that he supposes the responsibility rests with the captain of the other shift.

Since our department began operation under the two-platoon system, numerous requests have been received at the headquarters office for copies of our rules and regulations. We have as yet no printed rules and regulations governing the operation of the Fort Wayne department under this system. We have issued several orders and have a set of rules in typewritten form posted in the several fire stations. These are, however, tentative only, being subject to change as conditions demanding changes in them arise. Shortly, however, we expect to put in printed forms definite rules for the conduct of the department under the platoon system.

Under the continuous service system we had developed fairly commodious and up-to-date living quarters for our company members. These are still used by the night shift. Bedding is changed with the change of shifts. Cooking is done on gas stoves in a specified portion of each building, which answers the purpose of a kitchen in a house.

Viewed in the light of conditions existing when many of us entered the service, these conditions attendant upon the two-platoon system may truthfully be said to be "pretty soft," but we must remember that the same thing is true of practically every line of human endeavor.

In the old days the chief object was to get results, regardless of expenditure in time and human energy. We had not then learned that the truest economy is conservation of human energy.

The secret of the great success of the two-platoon system is, that although local conditions frequently compel changes in the operation of a fire department under the two-platoon system, no change should be countenanced that works to defeat this supreme principle of the system — improvement of working conditions for firemen.

Likewise no change should be favored that is calculated to impose upon our cities and towns financial burdens out of proportion to the returns in improved service.

Operated under the conditions suggested, serving alike the best interests of the community and the firemen, the two-platoon system cannot fail being a success.

The elimination of meal hours affords a stronger fire-fighting force at all times, the fire service under this system is rendered more attractive and the personnel is more contented.

The system attracts a higher grade of men to the service than were appealed to by the continuous service system, and the natural result is a step further toward that goal, which for many years we have been striving to attain, Better Fire Protection.

"Caged Up" 36 Years

"The two-platoon fire system is a benefit to the firemen and a benefit to the taxpayers — it's a good thing all round," said Capt. Henry E. Bush of the Covington, Ky., fire department, who is visiting in Lawrence. Mr. Bush has has had thirty-eight years' experience as a fire fighter and as he expresses it was "caged up" for thirty-six years under the 24-hour system.

Now Covington has the two-platoon system and Capt. Bush says there is better fire protection in Covington, and the change in the morale of the firemen is marked.

"Fire fighters ought to be experienced men," says Capt. Bush. "You can't have a good department with the men changing all the time. And under the two-shift system the men like their job and are more inclined to stay with it." — Lawrence, Kansas, Journal-World.

Putting on Style in Scotland

Chief Pordage of Edinburgh, Scotland, writes:

"If the professional fire brigade officers are to accept the recommendation made by the Home Office Committee — that a standard uniform should be adopted for the fire service, the professional service should adopt the gold lace and yellow metal trimmings whilst the volunteer service should retain the silver lace and white metal trimmings which is presently the recognized uniform of that branch of the service.

"The cap to be worn by chief officers should be of the soft top naval officer's pattern. The rigid, stiff crown, military pattern in blue is not suitable to be worn with a double-breasted blue cloth jacket. The ornament for the front of the cap should be the city or burgh arms in gold with a small floral design on each side of the crest."

Menasha, Wis. — A movement is on foot for purchase of fire apparatus.

SUCCESS OF TWO-PLATOONS

Newark News Says Chief Kenlon Was Its "Most Conspicuous Opponent"

In a leading editorial June 23 the News of Newark, N. J., said:

The two-platoon system has been extended in the New York Fire Department through action taken by the Board of Aldermen in voting a special revenue bond issue to extend the system to the portions of the department still operating under the old routine.

This marks the completion of the most important victory yet won by the advocates of the platoon plan in fire departments in this country.

While the new idea was spreading to many cities—among them some of the most important, Newark included — New York held back. It would be more truthful, perhaps, to say that the Fire Department authorities there moved slowly and cautiously. There were positive and influential opponents of the two-platoon, most conspicuous of these being Fire Chief Kenlon.

Probably more than 300 cities now have the two-platoon routine in full working order. The firemen are better pleased with it than with the old single company, continuous service plan. That they are not all fully satisfied yet with their lot has been in evidence in the agitation that has developed to some extent within the ranks of the Firefighters' Union — the organization which links city firemen to the American Federation of Labor — for the establishment of a three-platoon routine. This would bring the departments into three daily shifts, each doing eight hours' duty.

The newer movement has not progressed far as yet, however. This is perhaps due largely to sentiment among the men that those who are working under the two-platoon are obtaining all the concessions they could reasonably claim.

Despite the progress it has been making, the two-platoon plan has not advanced beyond the experimental stage, in the opinions of some fire experts.

And it has yet to be proved, in Newark or in any other city, that decreasing of the manual strength of companies has been accomplished without impairing the efficiency of the force.

From the local viewpoint, however, the system in vogue may be regarded as permanently established unless the department should happen to fall down in some great emergency and the failure should be fastened upon the deficiencies of the two-platoon.

At present not only the firemen themselves, but the public generally, not to say universally, are apparently content with things as they are.

IMPROVING A FIRE DEPARTMENT

Commissioner Murphy Found That of Boston Politics-Ridden and the Equipment Disintegrating

The Boston Transcript says:

Within a few weeks the Boston fire department is expected to undergo the most painstaking investigation in its history. It will be conducted by engineers who have had experience in every city of the country, and whose criticisms and recommendations are generally accepted as the last work of authority.

What is of equal interest to the citizens of Boston, this far-reaching inquiry is sought by Fire Commissioner John R. Murphy. He will formally invite the organization through the department, prepared to give him the benefit of their expert knowledge in every particular.

Naturally, the fire commissioner is confident that the reorganization which he has carried on practically since his appointment by Mayor Peters a year and a half ago will meet the most severe test.

When the mayor tendered the appointment to Mr. Murphy, after considering the qualifications of a dozen or more well-known citizens, he charged him with the duty of bringing the department up to the efficiency of the Russell regime. He promised him every opportunity to make the department second to none in the country.

The organization was politics-ridden. Discipline had slumped to a disgraceful level.

Commands of superior officers at fires were shockingly disobeyed or ignored. Equipment was permitted to disintegrate in stages of unrepair.

Assignment of apparatus was subjected to severe criticism. The spirit of labor unionism was dominant.

No commissioner ever faced a more disheartening task, but Mr. Murphy was full of enthusiasm, and, having previously served as a fire commissioner, he was confident that the job was not beyond him.

Today, with the operation of Boston's million dollar high pressure system but a few months in the future and motor apparatus in service which cost $341,828, together with scores of improvements effecting all branches of the service, the time seems opportune for a review of the activities during the Peters administration.

Since 1910 Boston's three mayors have been strong advocates of motorization. Few persons realize the progress that has been made.

No single element in the administration of the department has contributed so largely to the protection of life and property.

In February, 1919, when Commissioner Murphy took charge, there were 67 motor tractors, engines, hose carts, towers, trucks in service and nine in reserve. The public will recall Mr. Murphy's sensational statement at a legislative hearing that the nine pieces of apparatus in reserve were in such poor condition that they could not have been used and that, in his opinion, at least 155 to 20 per cent of the motor equipment should have been in reserve and capable of service.

On Aug. 1, 1920, the motor apparatus in service had increased to 80 pieces, and there were in reserve, not only the reserve apparatus of the previous year, all repaired, but ten additional pumps, hose carts and trucks.

Furthermore, ten pieces consisting of pumpers, hose carts, aerial ladder truck and city service trucks have been ordered and are to be delivered before Oct. 10. This makes a total of 109 pieces of motor apparatus, whereas in 1919 there were but 99 pieces. It is estimated that by Nov. 1 the department will be 65 per cent motorized.

During this period of a year and a half the department has got rid of forty horses. There are now 159.

Everybody knows that in short runs in the crowded part of the city the horse-drawn apparatus renders good service, unless there are frequent alarms.

But a motor equipped company is equivalent to a double company as far as apparatus is concerned. In outlying sections motor apparatus is capable of covering a radius twice as great as that of horse-drawn, and every section of the city now enjoys such service.

No matter how efficient the equipment may be or how thorough the fire alarm system and the quickness of response to alarms, there can be no real framework for a fire department unless the men are properly drilled. Mr. Murphy believes that his plans are more complete along this line than those in any other fire department of the country.

The work of the old drill school has been extended. In addition to the drilling and instruction of newly appointed members, the drill master has been given charge of the annual inspection of the various companies.

Each company must report at least once a year. An automobile school for instruction in the care, mechanism and operation of motor apparatus for officers and men was established Sept. 2, 1919 All officers are obliged to attend this school, and, when they have completed the course, they have a practical and theoretical knowledge of the automobiles under their care.

An officers' school has been established for the study and discussion of fire service problems, including fire fighting and fire prevention. Talks on a variety of subjects are given by experts.

Ninety-one members of the department have been sent to the Franklin Union Automobile School and arrangements have been made to have at least twelve members of the department given a course in marine engineering at the Massachusetts Institute of Technology. In addition to the annual inspection of the department by the drill master, the officer in charge of the officers' school inspects each company in quarters at least once a year, drills the company and sees that there is uniformity in methods of fire fighting.

One of the most effective reorganization steps was the creation of a third division, each in charge of a deputy chief. For years the territory in each of the two divisions was too much for one official to cover. Commissioner Murphy declares that already this redivision of the city has proved its value.

Though the majority of citizens have no idea of the work the fire department does in fire prevention, the insurance interests have been free to congratulate the administration on the apparent effectiveness of the reorganization of the bureau. The commissioner felt that the provisions of Chapter 795 of the Acts of 1914 were not properly observed and he caused to be instituted a system which means that every day a corps of inspectors is on the streets inspecting premises for fire hazards, directing dangerous conditions to be removed and filing reports for future reference.

As helpful as this system may be in preventing loss of property, one cannot overlook the improvement in the fire alarm system as a whole, or in the reassignments of apparatus, transfers of officers and privates and the remodeling of fire houses to secure better accommodations.

Postponed Again

Chief John Kenlon of the New York City department says that the two-platoon system will be fully installed by the latter part of October, but many of the members are of the opinion that it will not be completed by the first of next January.—Providence Tribune.

SERVICE NEWS FROM EVERYWHERE

New England States

Fire trucks in Haverhill, Mass., must not exceed a 20-mile speed when responding to fires is the latest order of Fire Chief John Gordon. A 25-mile an hour limit is in force in Lynn.

A record for length of service from pneumatic tires is claimed by the fire department at Mansfield, Mass. It has one pair that has been in use for ten years. The pair was part of the original tire equipment on the first piece of motorized fire-fighting apparatus bought by the city. This was a squad wagon, delivered in the spring of 1910. "What's more," said Fire Chief H. E. King recently, "these tires have never failed us on the way to a fire despite the fact that they have always had difficult service. The squad wagon is the hardest worked piece of apparatus in the department. It goes to every fire and is often sent out alone to small blazes or bush fires. On the way to bush fires it frequently is driven cross-lots, over stubs and stumps, over old stone walls and rubbish, and even through creeks. The rule is any way to get to the fire in the shortest time possible."

That the new system of paying the firemen of Worcester, Mass., is working out satisfactorily was indicated when only 11 envelopes of a total of 272 had not been called for by the firemen themselves or members of their families. The former practice of delivering the envelopes to the men at the various fire stations was discontinued a few weeks ago when it was decided to have firemen come themselves to the city treasurer's office at City Hall to receive their pay. At present, firemen who are on day duty send members of their families or other firemen for their money. The city treasurer will give the pay envelopes to persons other than firemen provided they bring signed orders for the money.

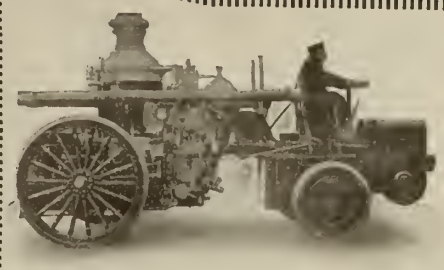
Workmen are constructing iron railings around fire boxes in congested points in the center of Bridgeport, Conn., in an effort to protect the delicate mechanism of the alarm system from careless motorists. The idea is one originated by Fire Commissioner Leonard and was prompted by the expense bills turned in for the repair of these boxes. According to officials of the fire department, a fire alarm box is one of the most complicated pieces of mechanism known and composed of very delicate parts. Expert mechanics are required to put the boxes together and repair them. All parts are expensive, too, they say. Therefore the city has a large expense bill to foot each month when auto drivers back their cars to the curb in front of a fire box and the bumper comes in contact with the box. The resulting jar throws it out of commission, it was said.

A peculiar condition exists for the moment in Fire District No. 1, Palmer, Mass., relative to by-laws. It is assumed that at the time the district was formed some by-laws were adopted, but there is no record of any and none can be found. Search has been made for them at various times for several years and one was made recently. District officials have been considerably handicapped by having no by-laws to guide their action and at the annual meeting a committee was appointed to prepare a code. At a special meeting which took place later the same committee was instructed to make by-laws which would serve as rules for the guidance of the water commissioners. The committee did not present a code at the last special meeting, as many expected. The reason was that no one yet knows much about the proper function of the Water Commissioners and it seemed unwise to try to make definite by-laws to govern that board at this time. The committee plans to draft by-laws after conference with all district officials, which can be made effective next year.

A bungalow type of firehouse to be located at the junction of Rogers and Laurel streets in the Oaklands is contemplated by Commissioner John F. Salmon, head of the Lowell, Mass., fire department, as a means of answering the pleas of residents in that section for better fire protection. The commissioner hopes to erect the Oaklands house simultaneously with one in the outer Highlands, thus giving two of the outlying residential sections more immediate protection than is now available. The new Highlands house will be paid for in full or in part from the receipts accruing from the sale of the Westford street house.

"It's too bad that a man has to live until he's 79 before he finds out that he's a darned fool." On the verge of 80, William C. Davol, sixty-one years a member of the Fall River Fire Department, and for more than forty years chief of that department, incidentally having worn a fire chief's uniform perhaps longer than any other man in the United States, has come to the conclusion that he made an awful mistake when he picked fire-fighting for a career. He has done what he could to remedy the error, having tendered his resignation to take effect in September. "A chief engineer is fairly active. He answers all the alarms that come in. The men respond only to the alarms allotted to their companies and often they don't see any action for a month at a stretch. It isn't so in big cities like New York and Boston, but it's true here. Our department was the first in the country to use 3-inch hose. I introduced 3-inch hose in 1890 and we have been using it in our department ever since. I was criticized when I first installed it, but today the National Board of Fire Underwriters recommends the use of 3-inch hose throughout the country. I was the first chief in the country to establish direct telephone communication with the fire stations. Before that, every alarm was a box alarm. It took us a long time to educate the public to the advantages of the still alarm, but today our apparatus responds to more still alarms than any other department in the country, in proportion to its size." Chief Davol has been a member of the Fall River Fire Department since 1859 — sixty-one years a fireman, the oldest in the country in point of service. He is the only survivor of the organizers of the Fire Chiefs' Club of Massachusetts and he is one of the few men now living who launched the State Fireman's Association.

The chief engineer of the Haverhill, Mass., fire department has started something that will meet the public opinion in more than one city. He is in favor of abolishing the sounding of fire bells and alarm whistles when box alarms are sent into the department. His reason for this idea is the fact that general alarms cause confusion for the fire department and oftentimes is the cause of loss of property. As soon as people count the number of the box, hundreds of automobiles, bicycles and pedestrians hurry to the scene of the fire. The chief suggests that the ringing of the public alarm is a relic of the old days of volunteer departments and ought to go. Portsmouth, N. H., firemen meet just such conditions on every fire alarm. However,



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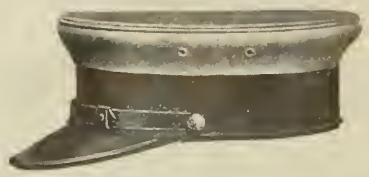

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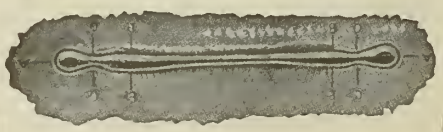

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it will be hard to check people from running to a fire, but under the no-public alarm the apparatus would likely have a better chance of getting on the spot before the crowd arrived and well under way in the fight against the flames.

First prize was awarded to the Westboro, Mass., fire department hose racing team in the contests held at the field day at Framingham. In the dry hose contest Westboro was first in 12 2-5 seconds, Framingham second in 17 seconds. The other contestants were the Dennison, Ashland and Marlboro teams. The prize won by Westboro was a silver loving cup.

The salaries of the permanent firemen of Chester, Mass., were increased at the special town meeting, and an appropriation was made for the purpose. The new wage schedule provides that hereafter the men will receive $4.50 a day for the first six months, after that $5 a day, and will affect the men appointed to the fire department last spring.

Chief Greene of the Concord, N. H., fire department, having accepted the offer of the Chamber of Commerce to co-operate with the fire department towards the entertainment of the delegates to the annual meeting of the State Firemen's Association, to be held Sept. 29, the board selected the following members to serve as a committee to co-operate in the matter: President George A. Foster, Vice President Levin J. Chase and Chairman E. W. Porter of the Retail Merchants' bureau.

Considerable interest is being shown in Springfield, Mass., over a suggestion recently made that the fire commissioners be requested to hold a public inspection of the fire department in order that the citizens may see the new department. This department has been enlarged since the first of the year by installation of the two-platoon system. It is pointed out that the police department holds an annual public inspection but it is only rarely that the whole fire department is brought into public view. Fire Commissioner Charles B. Hitchcock said that the matter had not been brought before the fire commissioners, but although he had had no time to consider the matter, he could not see at this time any objection to holding such an inspection if there was a public demand for it.

Increase in the salaries of the permanent members of the Barre, Vt., fire department was voted by the board of aldermen in view of the increased work which the men had agreed to do, as the salary committee reported. The chief is to receive $32.85 a week, instead of $28.85; the first assistant, $28.75, instead of $25.75; the second assistant the same as the first assistant; two year men and over, $26.10, instead of $23.10; the first year men, $25, instead of $22. In addition, the men serving a full year are to receive a bonus of $50 and those serving out two or more years a bonus of $100. Men resigning must give two weeks' notice or forfeit the pay due them.

At a special town meeting at Westfield, Mass., it was voted to increase salaries of the permanent firemen to $5 per day. An appropriation was made therefor. Under the old schedule the permanent firemen entered the department on a $4 per day rate for the first year, $4.50 for the second and $5 for the third.

Officers' association of the New London volunteer fire department voted to recommend to the city the installation of four sirens at important traffic points of the city at its quarterly meeting held at the quarters of the Nameaug Engine Co. The suggested locations are the corner of State and Main streets, corner of Bank and Howard streets, and the corner of Bank street and Montauk avenue. The sirens would enable the traffic officers at these points to clear traffic for the fire engines. The association also went on record as favoring an increase in the salaries of the day drivers of the fire companies from $100 to $125 a month, an increase of $15 a month to the night drivers.

On the heels of the announcement from the school department of Attleboro, Mass., that there is no coal for the schools and little prospect of getting any came the statement from the fire department that there is not a shovelful of hard coal for the stations, and the prospects of securing any are as remote as are the chances of the school department. The fire department uses approximately 200 tons of coal annually. The fire department is in a little better condition than the school department, however, as soft coal can be used in the case of emergency. The shortage of coal is attracting the attention of the city officials now that the matter has been publicly discussed.

Middle Atlantic States

Michael Cashman, New York, a fireman off duty, rescued a woman and a man from death in a fire in the warehouse of the Trinity Trucking Co., at 12 Peck Slip. All were slightly burned, but were able to go to their homes after treatment. Several firemen of Truck 12 heard warning shouts in time as they were working on the top floor, and reached fires escapes before the roof collapsed. Cashman, who is attached to Engine Co. 282 in Brooklyn, walking through Peck Slip, saw flames through the basement windows, and, after turning in an alarm, ran back to the building to warn the office force. As he crossed the street he saw a girl calling for help from a second-story window. He ran up the fire escape to help the girl, Eileen Kelleher, and on his way down both were burned by flames shooting from the windows. As Cashman reached the ground he heard more cries for help, and spectators pointed out to him a man on the third floor, who was apparently trapped there by flames. Cashman went back up the fire escape, and suffered fresh injuries in bringing down Charles Kuhn of 95 Pilling street, Brooklyn. Surgeons found the fireman's burns so severe that they sent him to his home.

It is noised around Fire Headquarters in New York that the Fire Lieutenants will ask the Board of Estimate for $3,600 salary per annum in the budget for 1921 and the Captains will ask for $4,200.

Platoons in New York will be extended to the 20th battalion in the Bronx, 21st and 22nd in Richmond and to the 46th and 51st battalions in Queens. This is one more battalion than was originally contemplated for the September extensions.

Dennis Donovan, a fireman, who was killed in a fire in New York, was buried in Calvary Cemetery, after a requiem mass in St. Alphonsus' Roman Catholic Church. The Rev. Father Patrick F. O'Connor, Catholic chaplain of the Fire Department, delivered the sermon. Deputy Chief "Smoky Joe" Martin, Battalion Chief Henry B. Helm and a number of firemen and policemen attended the ceremony. The members of Engine Co. No. 20, to which Fireman Donovan was attached, accompanied the body to the grave.

A sequel to feelings engendered in the Newark, N. J., Fire Department between superior officers and the men, because of

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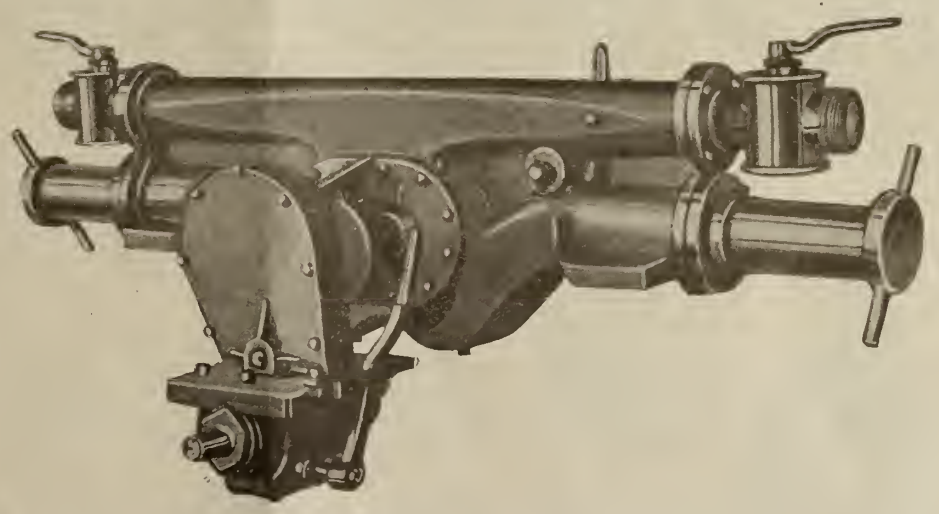

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the attitude of the latter on the pension bill when it was before the Legislature at the last session, is reflected in the secession by the officers from the Newark Firemen's Mutual Benefit Association to start an independent organization, for which articles of incorporation will be filed with the secretary of state at Trenton. With the filing of the papers, eighty-five officers, out of ninety-seven in the department, automatically cease to be members of the old association. The roster is headed with the name of Chief Moore. Deputy Chief Matthew P. A. McDermitt is president of the new association.

The Engineers of the New York Fire Department have prepared a formal request of Commission Drennan to embody in the budget for 1921 a salary schedule of $2,720 per annum for engineers of steamer.

The paid firemen of Cohoes, N. Y., are preparing petitions which they will present to the taxpayers asking their co-operation in a fight to secure the two-platoon system for Cohoes. The firemen claim the two-platoon system can be worked successfully with ten extra men.

The International Association of Fire Fighters, otherwise known as the firemen's union, will begin its annual convention at St. Louis on Sept. 13. The officers of New York Local No. 94 are delegates to the convention.

A statement printed in The Chief is regarded as a reflection on the buildings of "the greatest fire department that the world has ever seen." It says: "When the rain began to seep through the roof of 71 Engine the other night, the gang asleep in the bunk room formed a bucket and sponge brigade."

The Baltimore American says: "The Fire Board is now at work on plans for the installation of the two-platoon system and, if the plan is ratified by the adoption of the new budget by the Board of Estimates, the system will be installed in the department this fall. President Richardson, of the Fire Board, said that the board was at work on the plan and he estimated that the adoption of the system would require the city to employ between 400 and 500 additional firemen. It is pointed out by the advocates of the system that the money will be well spent, as the efficiency of the department will be greatly increased and the city thereby given better fire protection. They also say that the men are now rapidly deserting the Fire Department for the Police Department because the members of that department go under the three-platoon system at the first of next year. It is said that 30 firemen have resigned in the last two weeks to accept appointments on the police force."

Three thousand Pennsylvania volunteer firemen from more than thirty towns in Montgomery County took part in the eleventh annual demonstration staged at Willow Grove Park, under the direction of the Montgomery County Volunteer Firemen's Association. Preceding the pumping tests there was a parade and exhibit of modern motorized fire-fighting equipment. When the eight-man crew from the Friendship Company, of Royersford, ran out 200 feet of hose, made all connections and threw water in fifteen seconds flat, John J. Hanlon, Battalion Chief of the Washington Fire Department, characterized the performance as "the cleanest and best piece of work he had ever seen performed by a crew of volunteer firemen." Chief Hanlon was one of the judges. By their 15-second stunt, Friendship repeated their victory of 1919, winning a silver cup for "screw couplings" in a field of three entries, and cutting the 1919 record from 19 seconds to that of 15. Bridgeport took second honors in the screw coupling class, with a time of 24 and 1-2 seconds and the Good Will Company crew of Pottstown lost out entirely on a "failure to connect."

In the hand engine contest conducted in connection with the annual convention of the State Firemen's Convention, at Glens Falls, N. Y., the Rough and Ready Engine Company of Greenwich captured first prize, $400. It threw a stream 211 feet and 4 inches. The Union Engine Company of Salem won second prize, $200, by throwing a stream 206 feet and 5 inches. The third prize was won by the Union Engine Company of Greenwich, with a stream of 200 feet and 6 and 1-2 inches. The prize was $100. The General Schuyler Company of Schuylersville threw a stream 198 feet and 1 inch.

The Association of Exempt Firemen of the town of West New York, N. J., dedicated their firemen's bell and monument on Sept. 6, with a monster parade. They say it was the largest parade ever held in the State of New Jersey, and the prizes to be awarded were the best that artistic work could produce.

Southern States

The thirty-fourth annual convention of the Virginia State Firemen's Association opened in the Elks' Home in Alexandria, Aug. 25. Delegate L. E. Lookabill, of Roanoke, responded to the address of welcome by the mayor on behalf of the Association, and John H. Tymer of the Alexandria fire department welcomed the Virginia firemen also and the Rev. H. W. Battle, of Charlottesville, responded on behalf of the Virginia fire service. The session was taken up acting on the reports of the various officers and committees, after which the following officers were elected: R. W. Ogden, president, Alexandria; John W. Morrison, Sr., vice president, Harrisonburg; E. K. Landis, secretary, Pulaski; Capt. T. J. Williams, treasurer and custodian, Charlottesville; L. E. Lookabill, statistician, Roanoke; the Rev. H. W. Battle, chaplain, Charlottesville.

S. B. Baker, chief of the fire department of Honey Grove, Texas, tendered his resignation, as he is to move to Ranger. R. B. Fisher has been appointed in his place and L. E. Erwin was made assistant chief. Mr. Baker was made a life member of the Honey Grove department.

Members of the newly organized volunteer fire department of Cardin, Okla., acquitted themselves creditably at their first fire, when they were called to the home of Mrs. Bessie Daniel and extinguished a fire before more than $100 loss was suffered. The city recently purchased about $2,000 worth of equipment from Baxter Springs, Kan., and now has two hose carts, one located at the city hall, one near the Isley hotel, and a chemical cart equipped with a twenty-gallon tank, located near the Parkison store. The city water works is now in use and pressure at forty pounds is maintained, and can be increased on short notice. The volunteer fire department is to be recruited and kept to the strength of a chief and nineteen men. The present mem-

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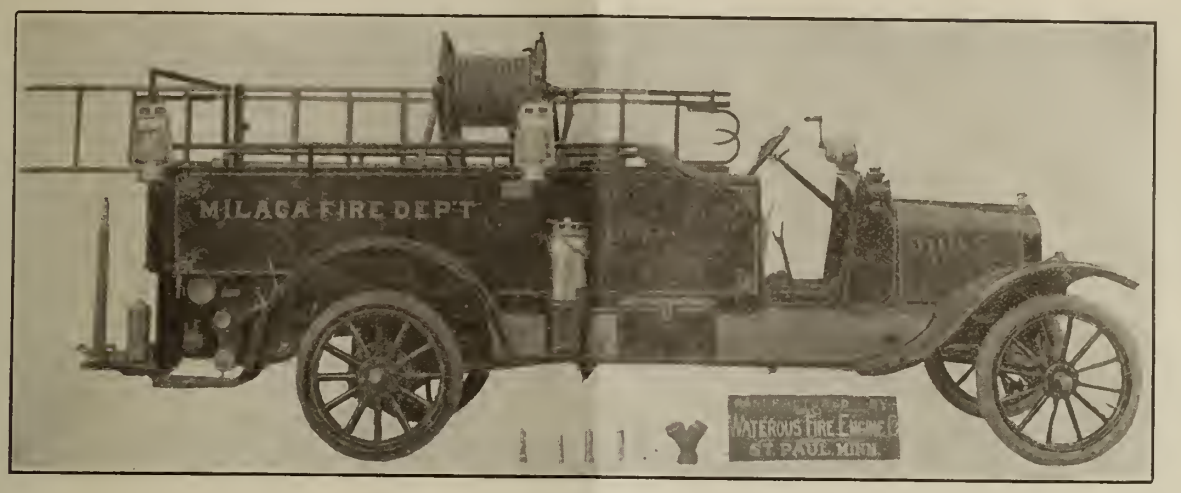

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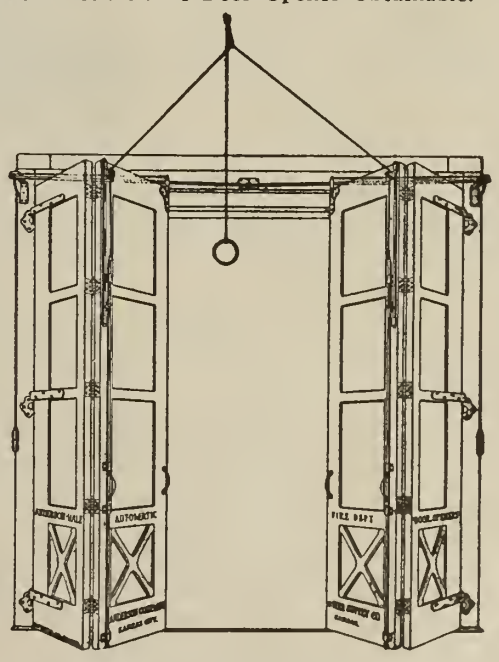

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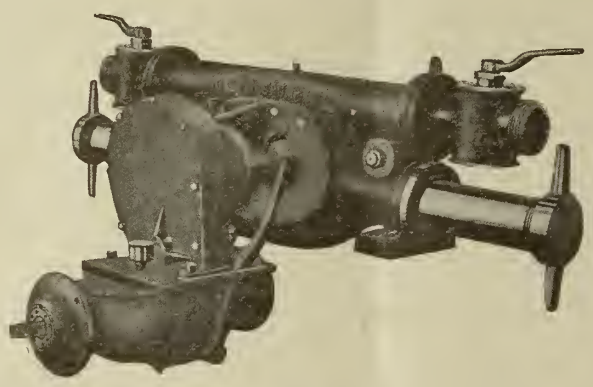

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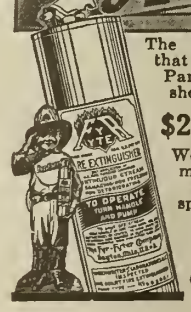

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bership includes the following: J. W. Long, chief; H. G. Knox, assistant chief; A. D. Hartley, secretary; Will Parkison, treasurer; M. A. Boyd, Joseph Anderson, W. H. Winsel, W. L. Young, O. M. Colman, H. H. Hively, Glen Hively, Dan Isley, Dick Caskey, W. Goode, B. L. Harris and Joel Haley. "The town has no signal system at present, but the firemen can be summoned quickly by telephoning the city hall, 52, three rings," Chief Long said.

Among the contested local bills which have been approved by Governor Dorsey of Georgia is the one abolishing the civil service commission of the city of Macon and placing the fire and police departments directly under the control of the mayor and council. The bill also prohibits the members of those departments from forming or joining labor unions, and notice has been served on the Macon city firemen by Mayor Glen Toole that they must dissolve their union as required by the bill. Macon dispatches state that the members of the fire department have under consideration the question of refusing to carry out this mandate. There were organized in Macon a policemen's union and a firemen's union. During a disturbance caused by a strike several months ago the Macon policemen were accused of failing to preserve order because of their sympathy with the strikers. A protest was raised against the policemen's union, and it was dissolved and abandoned. The firemen, however, held to their union. Control of the two departments was vested in a civil service commission, so that the mayor and council could not remove members of the departments. The bill abolishing the civil service commission and prohibiting the policemen and firemen from joining unions was the outgrowth of that situation. Both Macon newspapers, the three Macon members of the house and the Macon senator supported the bill, as did also the mayor and council of Macon. Governor Dorsey approved it at their request. Opposition, however, was made by the Macon Federation of Trades, with which the firemen's union was affiliated, and also the policemens union until it was dissolved. The federation sent a delegation to appear before the governor and urge him to veto the bill. They took the position that the bill was tantamount to a denial by legislative enactment of the right of free citizens to organize for mutual benefit and protection.

A check was handed to John B. Sheehan, secretary of the New Orleans Board of Fire Commissioners, by Charles Tessier, auctioneer, for the sale of the 45 horses of the New Orleans Fire Department. The horses sold for about $64 apiece. There are still 57 horses to be sold by the department as soon as all the motor fire apparatus arrives.

Knoxville city firemen, who have been working twelve-hour shifts under the two-platoon system recently adopted, find the new system more agreeable than the former twenty-four-hour shifts. One or two fire fighters on night watch work at other jobs during the day, adding materially to their incomes.

Middle Western States

While on the way to a fire, one member of the fire department of Mosinee, Wis., was arrested for speeding and fined $10 and costs. Now the chief wants to know how fast can they go.

Capt. John A. Fisher will be appointed second assistant fire chief of the Duluth fire department, and Second Assistant Fire Chief Sievert H. Hanson will become the first assistant chief. Assistant Chief Hanson received his appointment some time

ago by Chief Randall, but will now be formally promoted. Capt. Fisher will receive his appointment from Chief Randall by virtue of having the highest standing in the civil service examination for the position.

R. J. Miles was on August 26 appointed St. Paul fire chief, and O. J. Dunn assistant fire chief by Commissioner A. E. Smith and the city council unanimously confirmed the appointments. Niles will replace Chief Henry Devlin, who was appointed six years ago under Henry McColl, and Dunn replaces District Chief Niles McNally. The city council affirmed the appointments after Commissioner Matson asked if any service men had applied for the positions and Commissioner Smith said there had been applications by service men, but that none were qualified for the positions. Oscar Pederson, present captain in the department, a former service man, was one of the applicants and is eligible to take the examination as district chief. The position of fire chief pays $4,000 yearly and that of assistant pays $3,000. R. J. Niles was chief of the fire department previous to Henry Devlin, whom he succeeds. He was appointed during the administration of H. P. Keller. Mr. Dunn entered the department in 1891, was made captain in 1914 and at present is district chief for the Transfer district. He is an officer in the firemen's union. Henry Devlin has been chief of the department since 1914. He was appointed by Henry McColl, then commissioner. He has been in the department many years. Miles McNally was appointed assistant chief by Commissioner McColl in 1914. Commissioner Smith announced a probable reduction in the number of fire districts in St. Paul as an economy measure. He will take up the question with the new chief later. The present ordinance provides for ten districts, but only six are being filled, according to Mr. Smith. Mr. Smith also intimated that he will take up the reorganization of the other bureaus in his department, which includes the health bureau and the police and fire alarm telegraph.

Thomas H. Sedina, for nine years chief of the Lansing, Mich., fire department, died at the University hospital in Ann Arbor recently. He had been at Ann Arbor for two weeks in hopes of obtaining relief from a stomach disorder with which he had been afflicted for several months. Mr. Sedina was for many years prominent in the civic life of Lansing and was one of its best known residents. Before his appointment to the position of fire chief he was a member of the board of police and fire commissioners. He was appointed to the position of chief to succeed Volmey R. Canfield on Nov. 15, 1895, and served until Feb. 1, 1904. During his administration the foundation of the present department was laid and much modern equipment added. The department was placed on a part paid basis instead of purely volunteer.

Three promotions and five transfers of fire department officers in Chicago were effective as results of the resignation of Battalion Chief Michael B. Driscoll, reputed to be one of the wealthiest firemen in the United States, who left the department after thirty-nine years of service to look after property interests. Capt. Charles J. Berkery, a survivor of the disastrous stockyards fire several years ago, was made battalion chief and assigned to the 3d battalion. Lieut. James E Waugh of truck No. 11 was made a captain and detailed to squad No. 9, and Daniel Cullinan, relieving lieutenant of truck No. 18, was boosted to permanent lieutenant of engine company 48. Capt. Berkery and Lieut. Waugh headed the civil service lists in their respective

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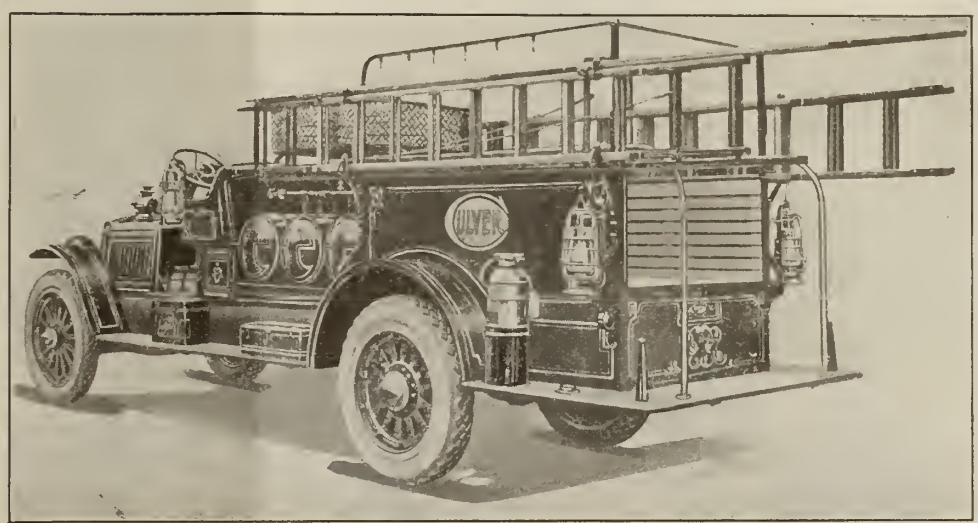

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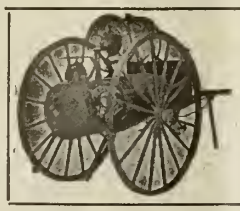

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ranks. Chief Driscoll joined the department in 1881, when he was a stonecutter at $1.50 a day. Fourteen years later he was made battalion chief and since then had been in the South Chicago district. He piled up a fortune estimated at $300,000 by making investments in real estate, small at first, but now of such extent that he thought he ought to have all his time to devote to his property.

Burr Hamilton, of Marion, president; Frank Miller, also of Marion, secretary, and Harry F. Fulmer, of Indianapolis, treasurer, were re-elected at the closing session of the fourth annual convention of the Indiana Firemen's Association to retain their offices at the head of that organization for another year.

Adequate protection for Minneapolis against fire hazards can be obtained only through a fire alarm system entirely city owned, C. W. Ringer, fire department chief, said. A request for $217,875 with which to build such a system was presented by Chief Ringer to the city council. "Under the present system," said Chief Ringer, "two-thirds of the alarm system is owned by the telephone companies. If an accident happens to the telephone lines, or there is trouble in the telephone main office, we have to wait until the telephone company makes the repairs. Our men are powerless to step in and make repairs." Construction of fire alarm lines should be effected at once, Chief Ringer said, because in the event of delay it might be impossible to obtain wires or conduit space from the telephone companies. The total amounts for the 1921 budget asked by the fire department is $1,326,921. This is an increase over the 1920 budget of $270,000.

A paper in Independence, Mo., says: "And still the city of Independence has no new fire hose, although an effort is being made in the city council to get some action in the matter, and although the city is in grave danger of a conflagration by reason of its unprotected condition."

T. C. Radde, former Waconia, Minn., boy, has been elected chief of the fire department at Truman, Minn. He is the editor and publisher of the Truman Tribune and postmaster of his town.

Western States

A proposal made by the authorities of Missoula, Mont., to give aid in case of fire at Fort Missoula, upon the arrival of the troops there, when the post authorities call for help, was accepted by the officers of the western department of the United States army, according to a communication received at the regular meeting of the city council. The proposal provides that in the case of fire, if the city department's assistance is needed, the fort officers will call for it, and the government will meet the actual expense incurred by such work.

In appreciation of the efforts of members of the San Francisco fire department in controlling the fire at its distributing plant at Sixteenth street recently, the Associated Oil Co. has sent a check for $500 to Fire Chief Thomas F. Murphy for the Widows' and Orphans' Fund.

A junior fire department, whose membership of 15 is composed almost entirely of Boy Scouts, was organized at Cheney, Wash., and the following officers were elected: Chief, Verne Bacharach; captain, Carl Bunge; assistant chief, Walter Murphy; chairman, Merville Ryan; secretary, treasurer, Lee Reeder. The junior department will meet for instruction each Saturday morning. Sam Bacharach, fire commissioner, will supervise the work. He says that the movement is in keeping with

the Boy Scout movement everywhere, and that it is hoped to train the boys so that they will be able soon to take the places of the older men in the fire department.

One of the greatest handicaps which the Portland, Oregon, fire department has encountered in fighting serious blazes has been the shortage of fire trucks in the city, as shown by records at the fire bureau. The city has only four fire trucks in operation and only two of these are aerial trucks. To make matters worse, one of the aerial trucks was out of commission for some time. The two aerial trucks now in operation are equipped with eighty-five-foot extension ladders. City officials place the blame for the shortage of trucks on the fact that for the past three years no funds have been available for the purchase of new trucks. The department under Commissioner Bigelow, however, had $14,000 appropriated a year ago for a new aerial truck. "We had to keep the department within a certain expenditure," declared Commissioner Bigelow. "A large part of the $14,000 appropriated for a new truck has been transferred to an appropriation for repairs on our present fire apparatus." Commissioner Bigelow declared that he is now endeavoring to devise some scheme whereby a new aerial truck can be purchased. This probably will necessitate the chopping of other appropriations, he said. An example of the shortage of fire trucks, firemen say, is the fact that the entire east side from St. Johns to Sellwood is covered by one service truck. This section of the city has an unusually large number of schools and many apartment houses, in addition to a number of large office buildings and warehouses.

That a precedent would be established that might result in trouble should a body of firemen be received to present grievances, was the declaration by the common council of San Diego, Calif., in turning down a request from a committee of firemen seeking higher wages for the men of the fire department. The council agreed to hear the request of the firemen through the head of the department, Chief Louis Almgren. Councilman Stewart was the first to object to hearing a committee of firemen. He said it would be throwing the door open to employes of every city department to the council, when such matters should be threshed out by the heads of departments. Councilman Weitzel spoke in the same vein. All the councilmen agreed to hear the firemen's side of the wage question, and the final vote was that the head of the department was best suited to wait on the council.

Cities and towns of Montana having organized fire departments will share pro rata $28,728.75, being the total in the fireman's disability fund for 1919, according to figures compiled for the year by George P. Porter, state auditor. While the legislative appropriation for this fund was only $25,000, Mr. Porter has put in a deficiency claim for the balance, on the ground that the fund was collected by law for a definite purpose. The amount to be pro rated to each department is determined by some mathematical calisthenics, executed by W. S. Hosking, actuary for the state insurance department. His figures show that Montana residents paid $4,519,042.37 in net premiums to fire insurance companies in 1919. The premiums collected by fire insurance companies in cities and towns protected by organized departments totals $2,875,757.95, or 63 per cent of the total. In addition the state department collected $90,293.40 in fees from fire insurance companies, giving $57,457.50 to the fund, as the proportion due to the organized departments.

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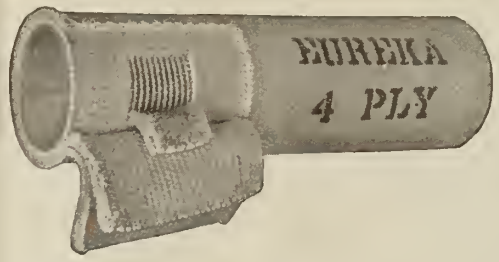

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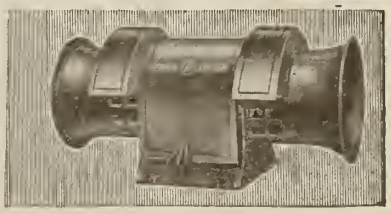

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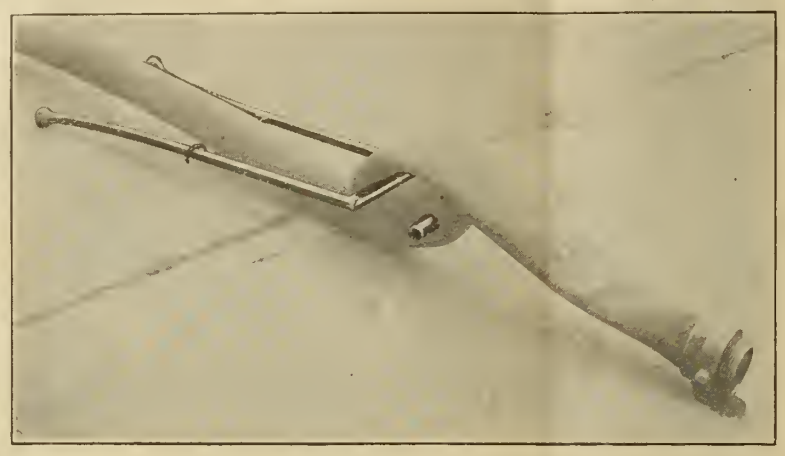

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Report to I. A. F. E. Convention

Household Furniture Storage Buildings (Non-fireproof)

The character of the construction, in addition to the general layout of the compartments and the combustible nature of the articles stored, produce a fire hazard that will tax to the utmost the efforts of a fire department force engaged in an extinguishing operation therein.

Structure after structure, utilized for storage purposes, can be pointed out by experienced fire officers, particularly in the larger cities, where in the event of a fire originating therein there will be little chance, if any, of accomplishing a quick extinguishing operation, which necessarily implies that considerable damage to contents and structure will result, depending of course on the area of the building and the number of floors over and above the floor on which the fire originated.

Conditions usually found that are a handicap to an operating force are as follows:

Building is provided with iron shutters which in many instances it is impossible to open.

Compartments are formed by an arrangement of wood slats or sheet iron, which in each instance permits the rapid extension of fire from one compartment to another and also creates a condition that absolutely prevents an effective hose stream delivery.

Even where no interior or exterior window shutter is present, window openings on the front, sides or rear open on one of the interior compartments, and this also prevents any outside effective delivery from water tower, deck pipe or hose stream.

To be brief, there is hardly any chance for a stream penetrating on a floor area for more than a few feet excepting where a stream might be directed through a passageway between compartments, either from the interior of a floor or through a window opening on same from front or rear to which access might be had by fire escape or ladder.

This lack of penetrative power of hose streams, due to the presence of interior structural parts which obstruct the travel of the streams, insures in nearly every instance a prolonged and difficult operation, that despite the efforts of an efficient force the chances favor an extension of the fire to all floors above that on which it originated.

Where a force responds to an alarm of fire in a building of this class, and it is found that the first hose line cannot be advanced to the seat of the fire, quick action is essential in placing lines to cover passageways between the compartments both from interior stairway vantage points and also all exterior window openings by way of fire escapes or ladder work where necessary.

The venting of the structure should be accomplished without delay over stairway, elevator shaft and at each and every window opening on front, sides or rear of the structure.

The direction of the streams to the best advantage for a successful result is absolutely necessary, and it is recommended that where water from hose lines is being directed through the various passageways between compartments, that the nozzles be so held that the water will strike at or near the ceiling and be deflected in through the openings between the top of compartment partitions and ceiling; these openings between top of compartments and ceiling are present in many buildings of this class but does not exist in all, so that where it does not exist. streams delivered through passageways would only be effective to a limited extent in preventing the extension of fire from the row of compartments on one side to those on opposite side.

Preventing the extension of the fire to floor above is the main purpose to be accomplished if it is possible to do so and should receive early consideration.

It is suggested that the floor above the fire floor be flooded with a more than liberal supply of water from hose streams, deck pipe or tower, as conditions demand, as this is the only one chance to prevent the extension, and prompt action in this respect may result in success.

The congested condition existing on the various floors in buildings used for storage purposes when involved with fire and the difficulty of access thereto by the operating force, have on many occasions necessitated the breeching of side walls at various points, and it is recommended and included in these suggestions as an effective means where conditions require it, as hose streams can be used effectively at all such openings where made.

To Boost Highways

There will be a meeting of the good roads advocates from all sections of North Carolina in Raleigh in August.

The purpose was stated by Colonel T. L. Kirkpatrick, president of the Wilmington-Charlotte-Asheville Highway Association, to be to convince the members of the legislature that the citizens of the state are anxious for modern hard-surface highways throughout the state.

It is proposed to submit to the people in November a referendum for a $50,000,000 bond issue for good roads.

Lack of Transportation

At Cleveland recently the sand and gravel interests testified before the Interstate Commerce Commission that building has been halted and thousands of men are idle because of the lack of open-top cars.

The modification of the fuel priority order is requested and Donald Willard, president of the Baltimore & Ohio Railroad and chairman of the advisory committee of the association of railway executives, pleaded for co-operation between the railroads, the shippers and the Interstate Commerce Commission, stating that it was necessary for the priority order to be enforced for a while longer and predicting better handling of the traffic by the railroads when the labor troubles are relieved.

FIRE SERVICE

ANNOUNCED BY CHIEF GRAVES

Says Platoons Will "Improve the Efficiency of the Ogden Fire Department"

The 386th city to adopt the modern two-platoon system for its fire department is Ogden, Utah, whose population was given by the last census as 25,580. The good news is thus announced in a letter to Fire Service from Chief Graves, who has long been an advocate of the adoption of this system:

Ogden, Utah, Aug. 30, 1920.

Fire Service,
New York.

Dear Sirs — I am writing you to inform you of the fact that, starting September 1, the fire department of this city will start working under the two-platoon system, working a day shift of ten hours, and a night shift of fourteen hours, changing shifts every fifteen days.

This change was brought about with the aid of Public Safety Commissioner J. Ray Ward, to take effect immediately.

While there will be no change in the number of men on the pay-roll I am sure that this system will prove one which will greatly improve the efficiency of the department.

Sincerely,
G. A. Graves, Chief of Fire Dept.

"SMOKE OF BATTLE"

Now That It Is Cleared Away There Is Time to Think About the Future of the I. A. F. E.

Fire and Water Engineering September 1 said:

Now that the smoke of battle has cleared away and quiet has settled down upon the ranks of the International Association of Fire Engineers, there is time to look about and count the cost. There should be several lessons driven home to the members from the unfortunate events of the late convention.

One of these must be that never again should the association allow, under any circumstances, matters of religious difference among its members to overshadow or mar in any way its meetings. Much rather let the matter of the opening prayer be omitted entirely than that it should become a matter of contention and dispute in an annual convention.

Let us repeat with emphasis what we said at the time of convention — it is far less irreverent for the association to omit the prayer from its meetings entirely than for its members to listen to an address to the Deity with criticism and hatred in their hearts for the speaker. This, then, is one of the lessons that may be learned from the Toronto convention.

Another is the necessity of harmony and singleness of purpose in an organization such as the I. A. F. E. In a regatta the crew which pulls together with the most even stroke is the one which will drive its shell ahead over the finishing line. There must be a set purpose and a goal, and to attain this the members must pull a strong and even stroke all together.

The organization has set up as its standard the great and important matter of standardization, but this can never be attained until every member, no matter how small his department, bends his back to the stroke with all his strength and ability. Harmony and Work — these must be the watch words of the association, and every member must do his part until the great program of standardization is carried to its conclusion.

The officers, no matter how earnest and self-sacrificing they are, cannot carry out this scheme alone. Every one must help, and new members must be brought into the organization before the plans can be fully realized, and this, perhaps, is the third and greatest lesson of the Toronto meeting — the necessity of making the I. A. F. E. the representative organization of the fire service. To accomplish this every fire chief in the country must be brought into the association. Only by this means will the society come into its own and become what it should be — the mouthpiece of the fire departments of the United States and Canada. With this object attained the standardization program would be comparatively easy of accomplishment and would come as a natural sequence.

GLAD "LAST HORSE" IS GONE

Some Cold Water Thrown on the Maudlin Bosh of the Newspapers

"Yes," they're gone," said the Captain, but he did not bow his head. "The annoyin' divils-" he added.

"Captain," I quavered, "this is a great blow to me. I come here to interview you on a most moving, an even tearful, subject: The passing of the last fire horse. And you have only that to say! Why, this topic has caused the typewriter keys of my colleagues to tremble like aspens. Salt drops have sizzled on hot plate as the stereotypers in the foundry paused and bent above the stereotyped story of the last fire horse. You see that I am beginning to weep myself as I gaze at the place where the vacant chair — stall, I mean — probably is. Well, anyway, you must remember something about them."

"I well remember," said the driver, "how lonely them flies felt when we sent the team up to Morris Heights last week. But they soon followed.

"The peace in this station has been excruciating ever since. We get a little sleep and a chance to read. When we had the horses none of us could keep up with the detective stories. You'd be reading like a gentleman and suddenly you'd hear a snort, and Karl would be in the feed bin. Or you'd feel his nose against your ear. I never did get settled with me copy of 'Corneille' or 'Racine' that Karnot didn't begin to whinny for water.

"They were as mean as human beings, both of 'em, and they could tell time as well as I. At 12.45 exactly every day they would begin to make a row, wanting their eats, and me just at the last chapter!"

"But the splendor of the glorious animals in action! The magnificent play of muscles under the glossy horsehair! The straining flanks, the red nostrils, the foam, the sparks struck from flying hoofs—or should one say hooves? — all these you must hold tenderly in memory."

The driver dropped his eyes pensively upon his boots. "That place where the leather is gone from the toe," he said, "is where Karl used to stamp when I was shaving his foretop. He never missed."

"The sweet old horsie-" I murmured. "Had he othor little ways?"

"Oh, many. After he'd had all he wanted to drink he would reserve a little water to snort at the hand that fed him.

"Then I had a purple necktie, a beautiful thing give to me by a young lady for Christmas, and I was showing it to the boys when Karl reached out his big teeth and just took it in.

"All through the war it was a job for us firemen to keep our knitting straight. If the alarm rang the team would tear out and through and over everything. A motor has the dog decency to wait."

"But when the gong, with its thrilling note shattered the midnight, and the great steeds tore from their straw and were off and away, was there not an exalted and beautiful sense of comradeship and continuity between man and brute, a vivid impression of devotion to duty and the intensity of living, and so on and so forth?" I cried.

"You never saw anything more devoted than that there truck," said the driver, "but it keeps its devotion to itself."

"It doesn't stand there and eat its head off, fire or no fire. It doesn't stomp and wake you up and keep you worn out waitin' on it. It doesn't try to tear out. People don't keep coming in to pet it and bothering us just at dinner time."

"You are mistaken!" he concluded abruptly, in a tone that scared the little children of 113th street and much of Amsterdam avenue, who still missed the horses and looked in at the engine house door, reminding one of a poem of Longfellow's that nobody needs reminding of.

"We're all pleased that The Last Fire Horse Has Gone From Manhattan," the remorseless realist went on. "We were delighted the day the motor truck came, and the day the team left for The Bronx I read two papers." — By Marian Storm, in the N Y. Evening Post.

Another "Demand"

Unless they are permitted to play cards members of the Greenfield, Ind., fire department will resign, according to a report. Fred Sitton, the newly appointed truck driver, who has been placed in charge, has said card playing must stop. — Chicago Post.

Reading, Pa. — It is reported $50,000 will be expended on new fire apparatus.

PLATOONS INSTALLED IN LONDON

How the Hours of the Two Shifts Are Regulated

Fire, London, England says:

New regulation — After the introduction of the shift system at the station to which the men are respectively attached, the sub-officers and men forming the shift on duty are to be required to remain in the station and are not to be allowed to go to their quarters, even if such quarters are at the station to which the men are attached.

The spokesman of the representative body of the staff of the fire brigade raised the question of men on the shift system being required to work during the afternoon. It has always been recognized that the ordinary work at stations was to conclude about 1 p.m.

The Fire Brigade Committee have decided that, as from the introduction of the shift system at the stations to which the men are attached, the shifts are to be arranged on the basis of a day shift of nine hours and a night shift of 15 hours, as being the equivalent of two shifts of 12 hours each; that the hours during which certain of the work of the fire brigade is to be performed are not to be prescribed; and that such times are to be changed at the discretion of the chief officer.

The double shift system was inaugurated on 28th June.

OUR HISTORIC CRAFT

Board of Underwriters Make Discovery About New York's Antique Fireboat Caravels

After many complaints, the Board of Fire Underwriters has now made the discovery that there are no "reserve fireboats" in New York to take the place of the fleet of historic craft that are supposed to protect the waterfront when the latter are "in need of repairs," as is nearly always the case.

When half the fleet is in the dry dock having their ancient seams plugged up, their rotting planks replaced and their wheezy engines again tinkered into shape, there is nothing to take their place but hope — hope that a ship won't catch fire, hope that nobody will notice the absence of the alleged fireboat, hope that luck will again favor the New York fire department.

Even when they have been repaired, these ancient coal-burning craft are of doubtful value as fire protection, and some fanatics go so far as to say that they help to spread a water-front fire as was the case in that at Dow's Stores, when their grates fell out and they had to be towed away to make room for the "live ones" belonging to a railroad.

As everybody knows, the modern fireboat for ten years has been gasolene-driven, and these up-to-date craft are to be seen in Europe and in many American cities. They can get to and put out a fire in no time, and their cost of maintenance is very low.

But the New York fire department, which seems to live in the past, clings to the old-timers in its fleet, even at a time when the United States Government is giving away gasolene-driven fireboats at 10 per cent of their cost. Any city now has the chance that will never recur again, of buying an ex-submarine chaser from the Government for $8,000 after she cost $80,000 a year or two ago, and the Government will also for a small sum turn her into a first-class fireboat, as several of our American cities have discovered.

But New York, with a more ship-crowded harbor than any other city in the world and a waterfront containing billions of dollars worth of property, apparently prefers its curious historic craft that seem as weird to a modern engineer as the ship of Vanderdecken, the Flying Dutchman. They have a sentimental value, and are to look at and think over, not to put out fires. Poems could be written about them.

Their very names have a musty, nutty flavor of the remote past, as they seem to have been named after divers mayors and other officials who were in office when they went into commission.

Thus the Zophar Mills is named after a gentleman who fluorished in Civil War times, while the James Duane is named after a man who was Mayor shortly after the Revolution and who gave his name to a downtown street. Abram S. Hewitt, who married the daughter of Peter Cooper, was Mayor about 30 years ago and gave his name to another fireboat of today, while George B. McClellan, whose name is borne by another, ran against Lincoln for the Presidency, leaving also a son who was subsequently Mayor of New York. William L. Strong, whose name is borne by another of these caravels, was Mayor 25 years ago, and Thomas Willett, who christened another, was one of the Signers of the Declaration of Independence.

And so we carefully preserve the names of remote heroes and statesmen of the past, while Progress marches on with giant strides and laughs at our fleet as a curiosity shop.

The New York Journal of Commerce says:

The curtailment of fire boat protection service for this city due to boats being withdrawn from service for repair work and the absence of any reserve boats to take their places has been called to the attention of the New York Board of Fire Underwriters and after an investigation Supt. F. J. T. Stewart reports to the members of the board as follows:

"As a number of inquiries have been received regarding interruption of fire boat protection due to repair work, as reported in the daily press, the following is submitted for information of members. There is no boat in reserve at present, but plans are under way to provide for one.

"Location of fire boats:

"Eng. 57, the New Yorker, is located at usual berth, Battery Park, and covers own territory.

"Eng. 66 (William L. Strong) is temporarily out of service, undergoing repairs.

"Eng. 77 (Zophar Mills) has been transferred from her usual berth at the foot of Beekman street and East River to the station of Eng. 66, but also covers her usual territory.

"Eng. 78 (George B. McClellan) is located at usual berth, foot of 99th street and Harlem River.

"Eng. 85 (James Duane) is located at usual berth, foot of 35th street and North River.

"Eng. 68 (Thomas Willett) is located at usual berth, foot of Bloomfield street and North River.

"Eng. 87 (Cornelius W. Lawrence) is temporarily out of service undergoing repairs. The berth of this boat is at the foot of 135th feet and Harlem River. Eng. 78, at 99th street, now covers this territory in addition to its own.

"Eng. 223 (William J. Gaynor) is located at usual berth, foot of 37th street, Brooklyn.

"Eng. 232 (Abram S. Hewitt) is temporarily out of service undergoing repairs. The berth of this boat is at the foot of Noble street, Brooklyn. Eng. 77 covers a small part of this territory and Eng. 223 covers the major part of this territory."

Carthage, N. Y. — Town voted $14,000 bond issue for new apparatus.

Basking, N. J. — Volunteers cleared $3,500 from carnival for new equipment.

Obenchain & Boyer Fire Apparatus sold Manchester, N. Y., and Shortsville, N. Y., by Buffalo Chemical Fire Extinguisher Co. and driven to destinations from Logansport, Indiana. Buffalo Chemical has also delivered a triple combination to Congers, New York, a three-tank chemical combination to Lyndonville, N. Y., and a three-tank chemical to Silverdale, Pa.

FIRE PREVENTION DAY

President Wilson Issues Proclamation Fixing Date for October 9th

In order to call attention to the dangers from fires in the United States and with the hope that greater individual and collective efforts will be made to prevent them, President Wilson has issued a proclamation fixing October 9 as "Fire Prevention Day." This occasion, it is suggested in the proclamation, should be employed in exercises to bring home to the people the present fire waste. The proclamation follows:

A proclamation by the President of the United States.

"Whereas the destruction by fires in the United States involves an annual loss of life of 15,000 men, women and children, and over $250,000,000 in buildings, foodstuffs and other created resources, and

"Whereas the need of the civilized world for American products to replace the ravages of the great war is especially great at this time, and

"Whereas the present serious shortage of home and business structures makes the daily destruction of buildings by fire an especially serious matter, and

"Whereas a large percentage of the fires causing the annual American fire waste may be easily prevented by increased care and vigilance on the part of citizens,

"Therefore, I, Woodrow Wilson, President of the United States, do urge upon the Governors of the various States to designate and set apart Saturday, October 9, 1920, as Fire Prevention Day, and to request the citizens of their States to plan for that day such instructive and educational exercises as shall bring before the people the serious and unhappy effects of the present unnecessary fire waste, and the need of their individual and collective efforts in conserving the natural and created resources of America.

"In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done in the District of Columbia this seventh day of September in the year of our Lord one thousand nine hundred and twenty and of the independence of the United States the one hundred and forty-fifth. Woodrow Wilson.

"By the President:

"Bainbridge Colby, Secretary of State."

CHIEF WAGNER RETIRES

Head of Washington, D. C., Department Succeeded by Fire Marshal

Retirement of Fire Chief Frank J. Wagner of Washington, D. C., after forty-one years of service and the appointment of Fire Marshal George S. Watson to succeed him, has been announced by the Commissioners.

The oath of office was administered to the new chief Aug. 31 by Daniel E. Garges, secretary to the board of Commissioners, in the presence of Engineer Commissioner Charles W. Kutz. The veteran retiring officer also was present.

Commissioner Brownlow, who has supervision over the fire department, was not at the District building and members of the fire department were in the dark as to who would be named fire marshal to succeed Watson. The selection of a fire marshal will create other vacancies down the line.

Chief Wagner's retirement was not unexpected, since it has been his desire for more than a year to leave active service. His pension will be $2,000 a year, or half the salary of fire chief.

Selection of the fire marshal to fill the vacancy was somewhat of a surprise, especially to some of the older officers of the department who were in line for promotion.

Chief Watson is 44 years old and was born in Cairo, Ill. He was brought to Washington by his parents when a small boy and received his education in local schools.

He entered the District service in 1901 as secretary to the health officer, where he remained until 1906. In that year he was appointed chief clerk of the fire department which position he held until 1918, when he was named fire marshal. His appointment as fire marshal followed the promotion of Fire Marshal P. W. Nicholson to deputy chief.

Deputy Chief Andrew J. Sullivan and Deputy Chief Nicholson were next in line to Chief Wagner.

Chief Wagner entered the fire department April 1, 1879, and advanced rapidly in the ranks. He was promoted in 1906 from captain to deputy chief. Two years later he became head of the department upon the death of Chief William Belt.

Chief Wagner is now 77 years of age and has wanted to retire for fully two years. During the war he asked Commissioner Brownlow to release him from active service, but the Commissioner asked him to remain because of the vast amount of government property and buildings which had to be protected from fire during the war period.

Chief Wagner said he felt it his duty to remain then, but feels now that the emergency has passed. About a year ago the chief was badly injured by a fall at one of the engine houses, and while he has fully recovered from the effects of the accident, he feels that he should now relinquish the responsibility attached to the office of fire chief.

"I hate to get out of the harness," said the veteran fire fighter, as he spent his last day at headquarters.

Chief Wagner wrote to Commissioner Brownlow recently, asking to be retired, and in reply the Commissioner paid high tribute to the services the retiring officer has rendered the city. The Commissioner's letter follows:

"May I take this opportunity to thank you for the splendid work you have done for the people of Washington during the many years of your service as a member of the fire department, and especially as its chief. During the whole of my term of office I have had implicit confidence in you and your administration and I am sure that all the people of the city will share my regret that you are leaving the active service.

"Wishing for you many years of peace and comfort, believe me to be, very sincerely yours, Louis Brownlow."

The Washington Star in an editorial on September 1 said:

"Fire Chief Wagner retired yesterday from active duty, after more than forty-one years of service in the department and nearly twelve years at the head of the District fire-fighting organization. He has amply earned his rest from the strain and responsibility, for he has always been a good fireman, as he has been a competent and energetic chief. Whether a private in the ranks, or foreman, or chief, he has given his best on every occasion, and the present security of the capital is due in large measure to these endeavors and to the spirit which he as chief has infused into the members of the department.

"Chief Wagner's successor, Fire Marshal Watson, is not himself a fireman, having reached the marshalship through the post of chief clerk of the department. While there may be some feeling that a man who has 'run a hose line' should have been promoted to the highest position, it is evidently the judgment of the Commissioners that the new chief possesses the needed qualities of leadership and administration beyond others who were naturally in line for consideration.

"That he will receive the zealous and faithful support of the organization is, of course, assured. He is familiar, through his service as marshal, with the physical condition of the city. He knows the danger points and the places where there is possibility of fire spreading into a large area and destroying heavy values. This knowledge will enable him to direct the operations of the department with good effect."

Letter from Chief Ryan

Galveston, Tex., Sept. 7, 1920.

Fire Service,
New York.

Dear Sirs — In responding to an alarm Saturday, Sept. 4, at 10.30 p.m., No. 4 Hose Car, driven by H. Mensman, in endeavoring to avert a collision with the aerial truck of Central Station, driven by P. Bassett, ran upon the sidewalk at the intersection of 20th and Avenue J, knocking down telephone post in its wake, the impact throwing Lieut. Louis Martin from No. 4 Hose Car into an iron fence, injuring him so severely that he died at 4.45 a.m. the following morning.

Lieut. Martin was 66 years of age, and entered the Galveston Fire Department July 3, 1894, and had been in continuous service for over 26 years. Of a kind and genial disposition, and always faithful in the performance of his duty, it was indeed a shock to his host of friends and admirers to learn of his untimely end.

The boys of the Department are deeply grieved over the sad accident, and all hope the old veteran's long sleep will be one of peace, and that he will reap the just rewards of one who night and day was ever on the alert, and willing to lay down his life that the lives of his friends might be protected.

Very truly yours,
J. J. Ryan,
Chief of Fire Dept., Galveston, Tex.

"Take Up for Human Beings"

Galveston, Texas, Aug. 18, 1920.

Fire Service,
New York.

Gentlemen — Enclosed please find P. O. order for $2.50 for my subscription. Sorry I am a little late.

I sure like the way you take up for human beings in the fire service.

Two-platoons, as you well know, carried here by a vast majority. But things have been complicated by the infliction on us of an unjust martial law, by the smallest Governor that ever rattled around in the chair in place of the former class of men. All this at the behest of some hidden special interests.

Respectfully yours,
Henry Farley,
2210 Winnie Street.

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Issued every Saturday in the Interests of Fire Fighters by

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The Convention Habit

Several thousand conventions took place in this country during the summer and began smoothly and ended pleasantly without a single instance of the organizations being nearly disrupted about some question involving the "honor" or "dignity" of the President, as was the case at Toronto in the matter of the annual gathering of the I. A. F. E.

There were almost as many international conventions and we have not heard of any of these where a fight took place about some trifling matter that resulted from the delegates being on foreign soil.

Americans have the convention and organizing habit, and have reduced the pulling off of these events to a fine point.

But the Fire Chiefs alone disturbed the serenity of the convention atmosphere, although the event showed that they were able to quickly pull themselves together and go ahead with their business and thus they saved the situation in the nick of time.

Onward Sweep of Platoons

Because they knew nothing about fires and hence were in mortal terror of them, because they got their jobs from ignorant political bosses and held them by servile obsequisness, and because they had to rake together a fire department from bums and homeless tramps, the old Fire Chiefs of about the Civil War times when the steam fire engine and the paid fire department came in, established the infamous system of continuous service that has continued down to today in the United States.

This extraordinary type of the old-time Fire Chief has passed away, but continuous service survives. The incredible and disgusting system that only men of this type could have evolved out of their ignorance continued to flourish long after they were dead and forgotten.

It has kept the fire service backward and stagnant.

It has sent to an early grave more men than were killed in the American armies in the late war.

It has isolated firemen everywhere from the rest of humanity and made their profession, that ought to be honored and respected in the public service, repugnant to decency and ridiculous in the eyes of multitudes.

Brooding in the semi-darkness of the engine houses 24 hours per day, the mentality of the fire service declined to the vanishing point. It was almost dead. For the brain must be exercised to retain its strength, and "the used key is always bright," as Poor Richard says.

Being condemned to a kind of imprisonment worse than that of convicts, immured in engine house dungeons where the world and the light were shut out, "permitted to sleep with the dogs but not with the horses," inhaling fumes of oil and of stable manure, sleeping in wet clothes, eating cold food at odd times, the wonder is that the mentality of the fire service survived at all in spite of these unnatural conditions.

But one idea occurred to it in over half a century and it stuck. That was two-platoons.

If the mind of the fire service had been completely atrophied even two-platoons, that was to rescue the entire fire service from these horrible conditions and elevate it again to a normal plane where it would run parallel with all other industries, would have died too.

As it was, it took the idea over 24 years to germinate. The fire service had been "thinking it over"—if such a process is deserving of the noble name of thought—for a full generation before an attempt was made to try it out in actual experiment. And even then, after its complete success was demonstrated, it did not grow as fast as the fire service.

Before this journal came out for two-platoons the number of cities adopting it each year was smaller than the number of cities being added each year to those having paid fire departments. Never was a reform so slow of growth.

And then the war came and that promised to put an end to it. We rescued the idea in the nick of time and proclaimed its merits from the housetops and the greatest revolution that the fire service has ever seen commenced.

Today with over 370 cities on the two-platoon list, with the reform established in Canada, in Italy, in England and Ireland, in Egypt and in Australia, with the double shift made compulsory in many states of the Union, with such great cities as London and New York committed to it, and with the revolution still in progress with irresistable strength everywhere throughout the country, its friends may rest assured that its ultimate triumph in this country is assured.

Great cities like Boston, Baltimore, Milwaukee, St. Louis and many others are still holding out fighting desperately to retain the infamous system of continuous service, as New York did, but nevertheless its doom is sealed.

Boston and Baltimore

The Baltimore officials are thinking of installing the two-platoon system in their fire department of their own volition. They might just as well do it. It will save time and money.

There is no use of trying to escape the inevitable. Platoons are bound to come any way, and the politicians everywhere would gain something by taking time by the forelock and getting a little credit for themselves by pretending they had "seen a great light" and that the "time had come to do something for the firemen." In this way they would expect "gratitude" and "come close to the people" in expectation of further elections soon to take place.

The same remarks apply to Boston, whose officials have lately been nibbling on the two-platoon hook, and where the firemen are preparing again to have the matter submitted to the people at the polls. But the Boston crowd are an obstinate lot, stiff-necked and reluctant to be pushed. They hate to do anything for the firemen.

At the same time they must know that their city is now becoming notorious as one of the few making a pretence to modernness and strenuously fighting against firemanic progress.

The longer they delay platoons in Boston the more they call attention to the fact that their fire department is out of date, behind the times and being run on a plan of the last century.

What "Apparatus" Now Means

It is about time that we dropped the awkward phrase "motor fire engine" as applied to new apparatus. There is practically no horse-drawn apparatus now being made for the fire service.

When we speak of a new engine as a fire engine it is clearly apparent that it must necessarily be a motor-driven engine.

All horse-drawn apparatus still in use may properly be described as "horse-drawn," but all other apparatus in the large departments must obviously be motor apparatus.

The novelty of motor-driven apparatus has now worn off and it is normal instead of unusual, and steadily increasing in proportion, while the proportion of horse-drawn apparatus in use is steadily declining all over the United States until at last it will vanish altogether.

Who Won the War?

We note our friends the "Fireman" (British) and "Fire Service" (U.S.A.) have been discussing the question of who won the War. Every one of the Allies, also the British Dominion armies, have laid claim to the honor.

As a matter of fact, so far as the final result of the war was concerned, the claims of the London Fire Defence Area Fire Brigades have so far been ignored. Had Jerry burnt down London, as he would have done in the absence of the extraordinarily efficient co-operation of the London and outer area fire brigades, there is little doubt the morale of the British nation might have been so weakened that the 1917 offers of peace by Germany would have been accepted, and it would have been too late for the U.S.A. to take a hand with the Allies, and the U.S.A. would have been alone left to fight Germany within another decade or so. — Fire, London, England.

THOSE ARMED FIREMEN

City Too Poor to Buy Guns But the Banks May Do So

Members of the Moline, Ill., fire department may not be armed and sworn in as special policemen to be used in an emergency for there would be considerable cost to installing this plan, and the city does not feel that it is able to stand for this at the present time, although it is greatly in favor of arming the firemen, according to a member of the Moline city council.

The councilman stated that besides the cost of the guns, that each station would have to be equipped with a special automobile, especially built for the work, as the regular heavy fire truck would be of no use in a chase after bandits, who would probably have high powered autos.

A special, separate alarm system would have to be installed also, the alderman stated, and this would bring the costs of the plan up in the thousands.

However, the councilman stated that the city would have no objection to the banks and other merchants of the city raising the funds to establish the new plan. If this was done the city would welcome it and the firemen would then be "firecops."

Moline city firemen are opposed to the plan before the city council to make the firemen special police officers to be called on in case of bank robberies and other emergencies by the police department. There are two objections made against the plan.

The first is the matter of wages. The firemen at the central station insist that if they are to have police duties added to their regular work they are entitled to additional pay and this is not being considered by the council.

The further objection is made that the only means of transporting the firemen to the scene of a bank robbery is to take the fire apparatus and that this is a drawback. Firemen perched on the heavy trucks would be easy targets for the robbers if armed and are not speedy enough to chase robbers once they get into high powered cars and start to get away.

The suggestion that the firemen be used as special police officers was made following the recent robbery of the Commercial Savings Bank on the hill, and was considered in the light of a joke by the firemen.

Now that the bankers have seriously proposed the plan to the city council, the firemen feel that the joke has been carried too far, and will make serious objections to being drafted into the service. They insist that once they are compelled to do police duty they can be called on for any duty delegated to the police with the exception of patrolling a beat, and they feel that they might be imposed on.

EXIT RED SHIRTS

Action of Veterans Recalls the Queer Clothes of Other Volunteer Companies

As the world goes, it is of no serious importance what kind of shirts are worn by the Portsmouth, N. H., Veteran Firemen when they bend their brawny backs to the brakes at a muster; yet the decision of those veterans to fold away forever the red shirt of the past and attend that muster in the sport shirt of the present is an interesting reminder of the passage of time, the impermanence of custom, and the growth of cities.

It is not to be believed that the decision was reached without debate, or that a determined minority, standing pat for perspiration and the past, and arguing with pointed words that veteran firemen are not golfers or tennis players, college undergraduates or tired business men on vacation, did not defend the red shirt, so to speak, to the last stitch.

But the hour lacked its poet, and where a wave of emotion for the red shirt was needed to offset the calculated appeal of so-called common sense, common sense conquered. As the veteran firemen drag their hand-tubs away in the twilight of their long and honorable career, the historic continuity of that "thin red line of heroes" is unhappily broken. The saving thought occurs that perhaps the veterans will have their sport shirts dyed red. One fears, however, says the Boston Transcript, that it has not occurred to the veterans.

Careful and affection research would very likely discover when, where and why the red shirt was first worn by firemen. It could hardly have been so long ago as 1687, when a fire engine first made its appearance in Boston, an imported wonder, and "Thomas Atkins, carpenter," was appointed captain of the first regular engine company in that town, or, for that matter, any other town in America.

As one remembers the costumes of 1678, a red shirt would have been a product of the human imagination that is hardly conceivable. In 1733 fire engines had no doubt been improved, and the curious may still read in the News-Letter of Jan. 25 that "there is newly erected in the Town of Boston, by Messieurs John and Thomas Hill, a Water Engine at their still-house, by the advice and direction of Mr. Rowland Houghton, drawn by a horse, which delivers a large quantity of water twelve feet above the ground."

The town then contained seven engines for extinguishing fires, but presumably none more aggressive than the machine at the still-house. The twelve-foot stream was a triumph, a long step forward from fire-fighting by leather buckets of water passed from hand to hand between the fire and the nearest water supply, but one still hesitates to picture the fireman in a red shirt.

Small companies manned these water engines, and it was not until their makers improved the machines and made it possible to multiply the man-power on the brakes and increase the stream in proportion, that they began to be really efficient, and the volunteer companies became many.

The investigator would probably meet the red shirt somewhere on the other side of 1800, when the volunteer fire companies entered upon their half-century and more of active service, and this flaming garment became typical of what are now called the "old-time firemen."

It is enough for historic purposes that the red shirt and the hand-tub drawn to the scene of conflagration by a rope—thus it exercised the legs as well as the arms of the volunteer and made his organization a kind of all-round athletic club—are inseparably associated.

Between the time when the first volunteer entered his red shirt at the bottom and came out at the top, and this present hour when the Portsmouth veteran puts aside that honorable covering in favor of a shirt that goes on like a coat, two-story buildings have grown to skyscrapers and all the elements that combine to create modern cities and modern fire departments have come into being.

For many years the public has regarded the veteran firemen and their hand-tubs as rather an odd kind of sportsmen engaged in rather an odd kind of sporting competition, and from this point of view there is nothing odd in the adoption of a sport shirt.

The abandonment of the festive and distinguishing red shirt, with its embroidered plastron, for the loose collared sport shirt is taken to be a symbol of the degeneracy of the times.

But why should volunteer firemen cling to the shirt of red flannel? Fashions have changed in these uniforms as well as in those of other forms of sport.

Have Down Easters never heard of the fire department of Larchmont which responds to alarms in evening dress? The rigor of the game is the thing for them, not the clothes they play it in.

A visit to the museum of the New York Veteran Volunteer Fire Department would soon convince anybody that the red shirt was no more a fixture for the volunteer firemen of an elder day than was the classical leather fire hat which is still with us.

Once on a time it was the fashion of Philadelphia's amateur firemen to run with the engine in top hats and short capes of rubber cloth. And it is to be assumed that when the volunteers decided to abandon the top hats and rubber capes there were veterans of those days who lamented over the time's degeneracy too.

Sport shirt or red shirt, what does it matter so long as the veterans keep alive the spirit of the muster? Possibly the veteran firemen of Portsmouth are simply adopting this garment in a spirit of youthful humor.

Oats vs. Gas

Impractical methods of dealing with the Fire Department can be fairly charged against the present city administration. It may be added that the remarkable record of efficiency attained by St. Louis fire fighters has been made in spite of, and not because of, the administration's policy. This city needs a thoroughly motorized Fire Department. But for some years appropriations that should properly have been used to this end have been diverted to other purposes.

Superiority of motor-driven over horse-drawn apparatus has been so apparent for years that former Chief Swingley long since recommended that the department be motorized. Insurance men followed with a recommendation that $134,000, or approximately that sum, should be used from the department appropriation to secure motor apparatus.

Instead, the city hall contingent expended about $34,000 on automobile apparatus on that occasion. In a recent report of Chief Panzer he suggested two new engine houses, which will eat up a large portion of any appropriation. The construction of these buildings, of course, will be joyously undertaken by contractors.

With the present distribution of department buildings and the great range and speed of automobile fire engines, more protection could be afforded by installing motor equipment in present buildings than by spending a large portion of the available funds on new structures and retaining the old horse-drawn apparatus. — St. Louis Post-Dispatch.

Clarendon, Va. — Volunteers raising money to buy fire apparatus.

WANT MANDATORY LAW

Connecticut State Firemen Vote Unanimously for Two-Platoons

The Connecticut State Firemen's Association, at its thirty-seventh annual convention at Kennedy's Hall on Main street, Hartford, went on record as being strongly in favor of the two-platoon system.

A resolution introduced by Charles J. Heineman of Meriden, and passed by the convention, follows:

"Resolved, that the General Assembly at its next session be requested to pass a special act compelling the towns and cities with a population of 15,000 and over to install the two-platoon system, and that a committee of seven be appointed to take up the matter of the next session of the General Assembly."

Mr. Heineman, in introducing his resolution, declared that the two-platoon system affords the fireman an opportunity to spend some evenings with his wife and children — an opportunity, he said, which was denied the fireman in towns and cities where the twenty-four hours' system is still in vogue.

"Even an animal has time to himself," Mr. Heineman said.

The following officers for the ensuing year were elected: President, Joseph E. Kelly of New Haven; vice president, N. T. Sonney of New Britain; secretary, R. V. Magee of Watertown; treasurer, S. C. Snagg of Waterbury; chaplain, Rev. N. G. Ryan of New Haven county; vice presidents, Fairfield County, George F. Beardsley of Bridgeport; Litchfield County, Chas. Stone of Winsted; Tolland County, George B. Milne of Rockville; Middlesex County, George S. Pitt of Middletown; Windham County, Cassius A. Hamilton of Danielson; New London County, F. M. David of Groton; Hartford County, F. N. Nolan of Hartford; New Haven County, David Mercer of Westville.

SERVICE NEWS FROM EVERYWHERE

New England States

The American War Veterans' Association of City and County Employes, Boston, indorsed the proposed two-platoon system for the Boston fire department, and is circulating petitions to make sure that the question is again put on the ballot.

Mayor Whiton of Quincy, Mass., named the ten new lieutenants in the fire department, the places for whom were created several weeks ago by the city council, in connection with the establishment of the two-platoon system. The new lieutenants will be in command of the various platoons at the different stations. This arrangement will result in having a ranking officer in command at each station at all times. At present, privates are assigned to command the platoons. The newly appointed lieutenants were selected from the ten highest men in the recent civil service examination for the place.

The Civil Service Commission at Lawrence, Mass., has refused to grant provisional appointment to local call firemen over 35 years of age, regardless of the length of their service. Consequently it now appears as though a number of able-bodied efficient fire-fighters will have to go simply because they happen to be over 35 years old. Alderman Peter Carr is much opposed to the plan and intends to do all he can to hold them. He says it appears strange to him that such a ruling should be made in the case of the call firemen when a call man with five or more years service can be made permanent regardless of his age. Several weeks ago the aldermen received a letter from the commission, stating that it was believed that call firemen should be under the civil service. In compliance with the commission's request Alderman Carr had a list of local call men sent in with the understanding that they would be given a provisional appointment. During the week the alderman has received a reply but appointment was given only to men 35 years old or under.

The city council committee on fire department of New Bedford, Mass., met to open bids for eleven iron box posts or pedestals for mounting fire alarm boxes, 8,540 feet of lead encased cable and one steam gong. Chief Dahill was present and he made it known to the committee that the department needed another man in the department to have charge of the batteries and do general work. Asked if there was a man in the department that could be transferred to this particular work, the chief replied that he didn't have one. On motion of Alderman Carroll it was voted to ask the council to give the chief power to secure the services of another employe to act as a general battery man.

An order prohibiting firemen taking outside employment while off duty at Holyoke, Mass., will be issued at the next meeting of the Fire Commission, according to a statement made by Chairman Arthur E. French. "The firemen pleaded for two shifts a year ago, saying they wanted more time to be with their families," said Chairman French, "and now we find many of the men, especially when on the night shift, going into the paper mills during the day time to work. It has got to stop." It has been learned that firemen after their night duty have been employed in the paper mills in many lines of work. Their duties are so arranged under the two-platoon system that they begin at 6 o'clock in the evening, get to bed about 10 o'clock, and are off duty soon after rising in the morning. Several months ago orders were issued to policemen prohibiting outside work, and it is believed that the firemen will be as responsive to the new regulations as were the cops.

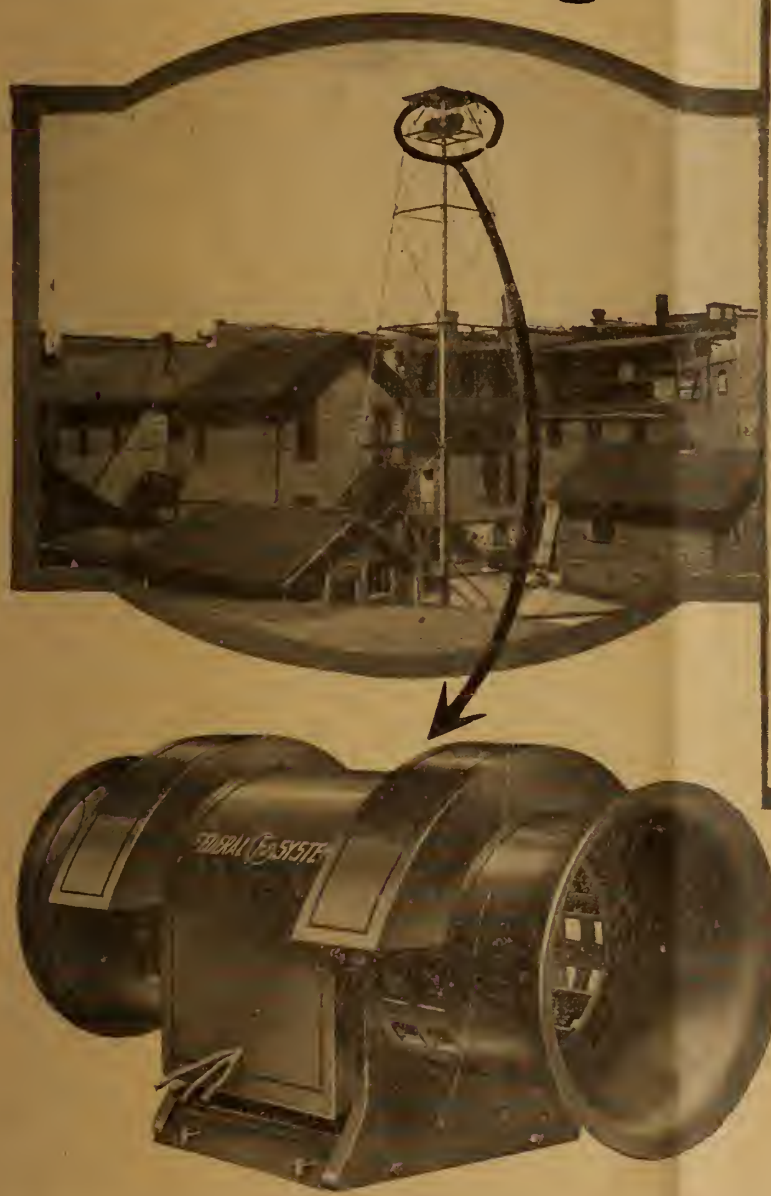
The Gazette of Haverhill, Mass., says: "There seems to be but little co-operation between the fire and police departments at Salisbury beach. Some of the officers have had to fight fires within two days in addition to police duties. Yesterday afternoon, shortly after 8 o'clock, there was a dump fire at the north end in the marsh land and brush opposite the estate of Walter Coulson and the police were notified. They in turn, as is usual, notified the chief of the fire department, Samuel Weare, who stated that he didn't know what could be done as it was a bad time of day to get the men together. The officers went to the scene of the fire and put it out. They expected momentarily to see the fire truck come but it didn't show up and the police are now wondering where the chief was and if fighting fires is a part of their job. Late Tuesday afternoon there was a fire near Ocean park, according to the report of the police. Judging from the report received some people evidently don't realize that the town of Salisbury has a fire department or they don't have much faith in it because the call was first sent to Newburyport. The Newburyport official notified the Salisbury police. The beach police immediately went to the fire and found one lad, Alfred Dow, Salisbury, aged 13, busily engaged fighting it while a man of middle age whose name the police did not obtain, stood idly by. Other persons were passing by in machines. The police declare that had it not been for the youngster the fire would have destroyed an entire wood lot."

It will not be necessary now for Windsor, Vt., firemen to entirely ruin their clothes if they are called upon to respond to a fire while attending a funeral as was the case not long ago, as the commissioners of the Windsor Fire District have

AMERICAN-LAFRANCE EQUIPMENT

Type 31-85 ft. Aerial recently delivered Wilkes-Barre, Pa. The equipment carried is the eighty-five foot aerial ladder, a fifty-foot extension ladder, a forty-foot extension aerial ladder, a thirty-two-foot straight ladder, a twenty-eight-foot straight ladder, a twenty-five-foot straight ladder, two twenty-foot straight ladders, a sixteen-foot ladder, several twelve-foot roof ladders, two fifteen-foot scaling ladders, two life belts, one life gun, four axes, two pickaxes, several sledge hammers, a first aid kit, rubber buckets, two door openers, a battering ram, block and tackle, pitch forks, shovels, hay forks, a hose hoist, chemical tanks and a wire stretcher. The wire stretcher is the only one in this part of the country and can be used to lower invalids or cripples from burning buildings. The truck has a six-cylinder engine of 105 horsepower.

The Volunteer Firemen KNOW They Will Hear its Weird Cry—Day or Night—



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Its cry for help penetrates for miles around, and gets immediate assistance.

In case of fire the alarm is turned in to central—central pushes the button which immediately sounds the siren (buttons may be located at different places, such as fire house, pumping station, telephone office, etc., for convenience).

Always ready for instant use—made to give long, satisfactory service—easy and inexpensive to install, as per our simple instructions—averages only $1.50 a year for electricity; no other maintenance expense.

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(F. S.—9)

bought six rubber coats for them. The commissioners have been on hand at a number of fires and noted that the firemen do not hesitate to ruin their clothes at the time of a fire and as their services are given freely, it seemed only fair that the men should be protected. While there are but six coats, this will go a long way in helping the firemen as it will take care of enough men who would be in danger of getting wet at one time, and as they are relieved they can turn the coats over to those who relieve them. However, a number of the firemen own their own outfits, some being kept at home and others at the engine house. The new coats are to be carried on the fire truck as a part of its equipment. They are the standard fire department coat and for the protection of the men are the first that have been bought.

The Boston fire department on Sept. 3 started its annual company drill under direction of Capt. James W. Mahoney of tower 2, department drill master. The drill will last about two months, a company being drilled for one hour in the morning, and another for the same length of time in the afternoon. An average of a dozen men, comprising a company, will appear at each drill. The drills take place at Bristol street fire department headquarters, and will be closely followed by Fire Commissioner Murphy and Fire Chief Walsh. Engine 40, under command of Capt. Thomas Fannary, came from East Boston, and members of its crew set to work to put out an imaginary fire. Keen competition is shown by the members of the companies of the fifteen districts in the Boston department. The men will receive marks on general efficiency, speed in reaching hydrants, coupling, setting up ladders, taking down and packing hose and ladders, inspection and time required for each move. The records of the companies will be compared at the close of the drills. Ladder 21 and chemical 7, also from East Boston, drilled in the afternoon. During the absence of the men from their respective fire stations, their places will be filled by firemen detailed by fire stations, their places will be filled by firemen detailed by fire department headquarters.

Had it not been for the oil stove, over which it is alleged "moonshine" was being made, overheating and flaring up, Frank Mazza of 43 Long Hill street. Springfield, Mass., might not have been discovered, but when the firemen who answered an alarm, arrived the contents of the room were noticed and Patrolmen Ward C. Maranville and Daniel J. Long arrested Mazza. His right hand was slightly burned and after it was treated he was taken to police headquarters, where a charge of violating the Volstead act was placed against him. Prohibition agents with Detective Lieutenant Ernest P. Marble and Sergt. John P. Fleming at once went to the house, where they found a five-gallon copper "still," eight gallons of molasses and twenty gallons of mash, which was confiscated.

Another innovation suggested by Fire Commissioner Leonard of Bridgeport, Ct., has been put into practice in the department. This time the new idea consists of printing all the rules of the department on a large sheet four feet square, which is to be framed and placed in every fire house where members will be able to acquaint themselves with the rules by which they are governed.

Although little is ever heard of one of the most important ends of the fire fighting equipment of Bridgeport, Ct., the fire alarm service, Supt. Arthur E. Platt has announced that thirty-two new fire alarm boxes have been added to the number in the city recently. These are all located in the North End where building has progressed so rapidly that the new boxes have been found necessary for the protection of residents.

Worcester, Mass., firemen and policemen are preparing to present to Mayor Peter F. Sullivan and Worcester's City Council petitions for general pay increases of 35 per cent in both city departments.

Middle Atlantic States

Camden, N. J., will have colored men in its fire department for the first time in the city's history. The fire committee of city council has decided to appoint five colored men as fire fighters. They will be appointed from the Second, Fourth, Seventh, Eighth and Twelfth wards. Establishment of a fire company of colored men is also under consideration by the fire committee.

The firemen's fair at Collingswood, N. J., began with thousands in attendance. The receipts for the first night of the fair, being held to purchase and maintain apparatus for the volunteer fire company, were more than $2,000.

Hope that all horse-drawn fire-fighting apparatus in New York may eventually be displaced by motor apparatus was expressed by Mayor John F. Hylan in a letter to Fire Commissioner Thomas J. Drennan.

The Firemen's Mutual Benefit Association of New Jersey will hold their twenty-fourth annual convention in Liederkranz Hall, South Clinton avenue, Trenton, Oct. 25. There will be a program of addresses during the day and a banquet in the evening. The committee on arrangements is as follows: V. J. Burkhauser, chairman; Thos. Phalem, George Weigand, James Hann and William DeGraw. The following are the state officers of the association: President, Peter Cooney, of Bayonne; vice president, George Fantry, of West New York; treasurer, William Holt, of Elizabeth; secretary, George Steele, of West Hoboken, and counsellor, Pierre Garvan, of Bayonne.

The Slackwood, N. J., volunteer fire company held an interesting meeting when the committee in charge of the carnival made a partial report. The net proceeds will be between $1,800 and $1,900. A committee consisting of Jesse S. Jones, John Brink and Frank Carr was appointed to prepare an estimate of the cost of a new building of which the organization is badly in need. The following members were elected to represent the interest of the company in the Relief Association: Sampson Astbury, Charles Nutt and James Potts. The Relief Association then elected the following officers for the ensuing year: President, Thomas C. Hyatt; vice president, Sampson Astbury; secretary, Frank Carr; treasurer, John L. Brink, and trustee for three years, James Potts. The following delegates were elected to attend the annual convention of the State Firemen's Association to be held in Atlantic City, Sept. 17 and 18: John L. Brink, Charles Nutt and Thomas C. Hyatt. Chief W. Elmer Phillips will also attend the convention by virtue of his office.

The Firemen's Association of the State of New York adopted the following resolution: "Resolved, that this association lend its aid and effort to the passage of an act whereby the Troy Exempt Firemen's Association of the city of Troy shall receive its proportion of the proceeds of the 2 per cent tax on the business of foreign fire insurance companies in the city of Troy, after the disbanding of the Troy volunteer fire department; and that the law committee and the chairman of the said committee of this association be directed to urge and assist in the passage of an act to this effect at the next session of the Legislature."

New York firemen are expected to catch rats which infest the engine houses and send them to the Health Department. The following order has been issued: "I am directed to suggest that all necessary measures be taken to rid your premises of rats and that any or all rats caught by the employes of the department be sent to the Health Department for examination, pursuant to the recommendation of Commissioner Copeland."

Regarding the "one meal" man The Chief says: "There are 41 firemen residents of Manhattan who are working on Staten Island and who make one meal a day. Platoons are scheduled for Richmond and in that event 100 more Manhattanites may expect to be sent down the bay."

The Collingswood, N. J., volunteer fire company was organized 26 years and incorporated on March 7, 1895, with twenty-four members. With the exception of a $1,000 annual appropriation given recently by the borough its equipment has been purchased and maintained by annual fairs. The newest piece of equipment, a combination gasoline pump and hose truck, with a capacity of 700 gallons, cost $10,000. This apparatus weighs ten tons. The company also has a motor chemical and hose wagon which cost $5,000, as well as a horse-drawn steamer. The West Collingswood company maintains a three-in-one hose and chemical truck and gasoline pump of recent purchase. With this up-to-date fire equipment, rated as the best volunteer fire equipment in New Jersey and the equal of many city apparatus, the homes of more than 8,000 residents are protected with very insignificant loss from fire. The fire insurance rates of Collingswood were not increased when those of surrounding towns were raised recently. The charter members of the Collingswood fire company are: H. L. Merrick, Henry Frech, F. A. Knight, Henry R. Tatem, L. F. Hurff, F. M. North, Henry Bennett, Harry W. Smith. Harry S. Woods, Henry B. Willets, Mayor Jack, Joseph E. Scott, Theodore Austermuhl, John L. Flynn, H. L. North, William J. Moss, Charles Albertson, John C. Escher, James Jaggard, Chalkley Parker, Walter C. Boyce, W. E. Macrea, Glen Devoe and Eugene Darnell.

Southern States

Representative O. B. Black of San Antonio, who was in Austin, Texas on business, said that he would at the regular session of the thirty-seventh legislature next January introduce a bill to place the police and fire departments of San Antonio under civil service regulation, the purpose being, he said, "to take these departments out of politics." It is probable that the bill will be made to include the other large cities of the state.

With the avowed intention of getting rid of shacks in Beaumont, Texas, that have long been an eyesore and a fire hazard, the city commission have passed an ordinance providing for investigation of mercantile, manufacturing and public buildings at least once each quarter by the city fire marshal. In case the buildings are found to be fire hazards or otherwise unsafe to life and property, the owner or agent will be asked to appear before the commission to consider the case. If the commission considers the building unsafe it will be ordered torn down. Should the owner of the property refuse to raze or remove the building the city commission will have the work done, making a lien on whatever property the owner possesses to pay the expense of the work.

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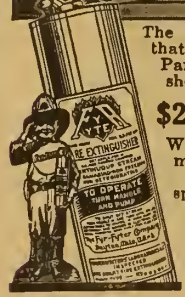

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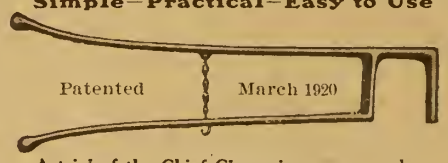

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The Brenham, Texas, volunteer fire department will resume in May, 1921, their annual Maifests, which were held for thirty-six consecutive years at Fireman's Park and were suspended during the world war. May 11 and 12 have been selected for holding the festival. T. W. Falkenberg, the president, and Chief E. P. Davis have charge of the affair and are already working up interest in it. Carnivals and other attractions will be procured. E. P. Davis, Frank Dobert and W. M. Morriss were selected as a committee to arrange for a first-class baseball game.

Friends of former Fire Chief J. J. Powell in Meridian, Miss., have received word that he has been appointed chief of the fire department at Macon, Ga. Mr. Powell, it is understood, has resigned his position with the fire department of the government at Mussle Shoals, Ala., and will begin his new duties at once. He is one of the best known fire chiefs of the country, going to Bogalusa after severing his connection with the department in Meridian. He remained in Bogalusa until he signed to accept a position at Mussel Shoals.

Protest was made at Houston, Texas, by Fire Commissioner Allie Anderson following the fire at the municipal hospital, concerning the attitude of automobile owners and drivers toward the fire department. The commissioner said it was difficult for fire apparatus answering second and third alarms to reach fires as automobiles drive up to the hose line and park, blocking the thoroughfares. It has been charged that the hospital was set on fire by four women inmates and charges of arson have been filed in Justice Leon Lusk's court following an investigation made by Ira Nix, special investigator for the district attorney's office. Latest estimates on the loss set it at $3,500, the building being practically destroyed. This was the third attempt to destroy the women's ward of the hospital. It has been announced that the seventeen women and girls who were in the building have been transferred to the county jail. They will be moved from there as soon as proper quarters can be found. The fire was started early and burned until a late hour. Second and third alarm companies trying to reach the scene experienced much difficulty on account of the heavy traffic. The delay brought forth the protests from Commissioner Anderson.

William D. Gegenheimer, 54, well known resident of Gretna, La., died at his home at Fourth and Amelia streets, New Orleans, after a long illness. Mr. Gegenheimer was a member of the volunteer David Crockett Fire Department of Gretna. His wife, Mrs. Dora Scroeder Gegenheimer, and three sons and three daughters, all residents of Gretna, survive. In the death of Mr. Gegenheimer, Gretna loses an honorable citizen, loved and respected by all.

Instead of the tournament, festival and ball which was held for many years on Old Defenders' Day, Sept. 21, at the Maryland Line Confederate Soldiers' Home, Pikesville, Md., the Pikesville fire company held its annual celebration and picnic at the home on that date. The program consisted of a baseball game, parade, baby show, athletic contests, band concerts and big community dance in Relic Hall. William F. Coghlan, president of the Board of County Commissioners, is head of the organization and C. E. Crusey captain. The company is the largest volunteer fire company in the state and has a membership of more than 200. It is being supported by the county government with regular paid active firemen. The women of Pikesville co-operated with the firemen in making the affair a success and served a Maryland supper on the inner courtyard of the home.

Middle Western States

Port Huron, Mich., is in need of a new fire alarm system as a protection against fire losses and as a means of lowering insurance rates to property owners of the city. "For several months the present fire alarm system, after years of service in announcing fires, has been totally out of commission and the fire departments are now depending upon the telephone for alarms to be turned in," C. L. Boynton, commissioner of public safety said. From what the commissioner says the present system is of no use at all to the city, the various alarm boxes have not been operating for several months, and the telephone must be depended upon to secure fire protection in case of a blaze. "Installation of a new system," the safety commissioner said, "would cost the city $30,000, which amount could be paid, as arranged for with the installing company, in yearly payments of $5,000." "Insurance rates on property in the city are now based on class 'C' basis because of inadequate fire protection. The installation of new alarm systems would save the people an approximate sum of $150,000 a year on insurance rates, as rates would be based on class 'A' basis with the increased protection."

That the idea might not be held by many people that the fire truck of DeKalb, Ill., goes into the country in answer to alarms, Fire Chief McEvoy states that only when the property is within the city limits, or within reach of a fire plug at the limits, will one of the trucks be sent out on a country call. In the majority of cases country calls are answered at the Boland farm, with the aid of Terry Redmond and the little red flivver, loaded with small chemical extinguishers. The fire chief believes in giving the residents of the city the proper protection at all times, but always willing to help save farm property when it is possible.

The members of the Carlinville, Ill., fire department desirous of improving their efficiency have been holding an occasional practice in the evenings the past few weeks. They had a fire drill recently and the department made a run of six blocks, laying ond connecting 200 feet of hose with the proper connections under 150 pounds of pressure, in the time of 6½ minutes. Another run a distance of eleven blocks with only one section of discharge hose at a 150 pound pressure was made in the fast time of 4½ minutes. They have not as yet equalled the records for runs made by other fire departments of other cities but they have hopes of being able to reach the point of efficiency where they will be able to be of valuable service in saving from destruction the property of the citizens when occasion calls them out for service.

A blanket increase in salary for all members of the fire and police departments of Minneapolis was recommended by the Finance Committee of the City Council at an executive session, after delegations representing the police and the firefighters had presented petitions for a $30 increase a month for each man regardless of rank. Although the "blanket raise" will be allowed in the fire and police departments, salary increases in other departments will be upon a different method, committee members said after the meeting.

Two annual tag days, one for policemen and one for firemen, were proposed in Chicago by Alderman Charles Agnew, who said he would carry his plan before the council committee on police, of which Alderman Walter L. Steffen is chairman. The

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If you own a country home or live in a small town, if you are a farmer or a suburbanite, Firefoam offers you maximum protection against the ravages of fire. In 1918, fire destroyed 105 country homes every day. The average fire losses paid by insurance companies to country dwellers in 1918, was $51,122 daily. The total yearly loss—insured and uninsured—is beyond calculation. Firefoam can check such losses.

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Great industries throughout the country have largely adopted Firefoam equipment in their fire department. They did so to save their property and the lives of their employees. Is Firefoam working for you too?

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Firefoam Hand Extinguishers. ¾, 1½, 2½, 5 gallon sizes. For farms, country homes, public buildings, hotels, garages, factories and stores. Ordinary fires, oil fires, gasoline fires, enamel, varnish and chemical fires all smothered quickly. No reflash—no rekindling. Fire out to stay out.

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DENVER, COLORADO

latter, as well as other members of the council, said they were in favor of including the firemen in the original proposition to hold an annual tag day for the benefit of widows and children of policemen killed in the discharge of duty. With the announcement by Alderman Agnew it became known that members of the fire department were indignant because they had not been included in the original plan which is being pushed by Alderman A. J. Cermak, chairman of the committee on revenue and compensation. "I don't know why the families of firemen killed on duty should not be included in the tag-day plan," said Alderman Agnew. "I have been besieged with protests from the firemen and as a result I intend to place before the committee on police two ordinances. One will provide for a tag day for the benefit of the firemen and another for the benefit of the police." As the committee was preparing to go into session Alderman Steffen was informed of the killing of two more policemen. "This only emphasizes the urgency of the city in doing something promptly for the benefit of the dependents of both policemen and firemen," said Alderman Steffen. "I do not know why the firemen have been ignored in the tag day plans, and I shall see to it that they are included in anything that is done along these lines."

Increases of $5 a month for firemen and $10 a month for policemen of St. Paul, Minn., are provided in an ordinance introduced in the city council by Commissioner Smith. If the ordinance, which passed for first reading, is finally adopted, the increases will become effective Oct. 1. Mr. Smith said he could not give the firemen a $10 a month increase at this time because there is not sufficient money in the fire fund to do so. He said he hopes to give them $5 more a month beginning Nov. 1. Under the charter it is impossoble for a department head to transfer funds from one charter fund to another. For this reason the same increase was not given policemen and firemen at this time, according to Mr. Smith. "I'm giving the policemen and others in the department all I can at this time," said Mr. Smith. "They ought to have more, but there is no money. This budget was made up before I came into office." Some time ago Mr. Smith announced he would increase salaries of policemen and firemen $20 a month. He provided for this increase in the 1921 budget estimates. They were cut to comply with the $30 per capita limit to governmental expenditures.

Following a threat of the entire police force of Mankato, Minn., to strike, members of the city council have reached an agreement to raise the pay of both police and firemen to $115 per month, becoming effective immediately. The men formerly received $100.0

Western States

In order that Los Angeles be properly equipped with new central fire alarm and police telegraph systems, R. S. Manahan, city electrician, in a communication to the city council, urgently recommended the calling of a $1,250,0000 bond election. It was declared by Mr. Manahan that the present fire and police alarm systems are deplorably inadequate. A great majority of the alarms are sent to the station by telephone, it is said. In a careful check covering a period of several weeks, he says, it was disclosed that 2,263 calls were made by telephone and 795 through the regular alarm system.

Fire Marshal Edward Grenfell won another battle in his war on firetrap hotels at Portland, Oregon, when Judge George Rossman levied fines upon three Japanese

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Monongahela, Pa. — Firemen raised $12,000 for new truck.

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hotel men on charges of failing to maintain red fire escape lights in their hostelries. S. Sakai told the court that he "forgot" to turn on the red lights on two floors of his hotel on the night that Lieut. F. J. McFarland inspected the place. He was fined $100 to jog his memory a bit in case his place catches fire some night and guests fleeing for their lives want to find the fire escapes. T. Makkita, proprietor of a hotel at 211½ First street, was fined $50. R. Machara, proprietor of a hotel at 147½ Second street, was fined $25. Both of these cases were for failing to keep the red lights burning. Cases of two other Japanese who were arrested on similar charges were postponed. A warrant was issued for the arrest of the proprietor of an apartment house at 14 Grand avenue North, corner of East Burnside street, on a charge of having the rear exit door locked. The door was found locked by Chief Clerk Cooper of Fire Marshal Grenfell's force.

Frank Raymer was appointed chief of the Point Grey, B. C., fire department by the council at a salary of $175 per month, to take effect from Sept. 1. Raymer's address is 3115 Quebec street, Vancouver, and he states in his application that he had been a fire chief for seven and a half years, six years of that time in charge of the Rossland fire department. For a year and a half he was chief for the Foundation Company of B. C. during its contract for the French government, beginning in September, 1918, and finishing February, 1920. Previous to being chief of the Rossland department from 1912 to 1918, he served on that department for a number of years in every capacity. He stated he had 15 years to his credit in his particular line of work. Of the ten applications, three were brought before the council by the committee. The other two were A. A. MacDonald, a former member of the Vancouver fire department for nine years, both as fireman and electrician, and L. O. Hillier, who has been a member of the Vancouver fire department for the past 13 years. The ballot turned into a knotty problem. Four ballots were taken, the voting each time being Raymer, 4; MacDonald, 2; Hillier, 2. A vote was then taken to determine which of the two low men would drop out, this resulting: MacDonald, 5; Hillier, 3. In the final ballot Raymer was selected by 6 to MacDonald's 2.

In a riot of color, delegates from all parts of Colorado gathered in Englewood, the bustling town on Denver's outskirts, and prepared for four days of contests and serious business sessions. In the opening procession were heroes of brigades with a half century of duty to their credit. Marched there D. S. "Dad" Olds of Georgetown, aged 86, a firefighter for 52 years and still in the front line. "Dad," in his helmet, fronted with the proud figure "1," made a hit with the crowds flanking the street. The address of welcome was delivered by Attorney General Victor E. Keyes. On the program for the response was Charles Nicholas of Georgetown. The parade also included fire department representatives from Denver, Golden, Louisville, Arvada, Georgetown, Castle Rock and Englewood. In the afternoon athletic tournament a team from each of the five outside towns competed. Georgetown defeated Castle Rock in the hub-to-hub race, staged with two-wheel hose carts carrying 250 feet of hose. Each team consisted of eleven men, handling the carts by hand. A free-for-all ladder climbing contest was held, in which more than fifty tried for honors. A final checking up of times showed a tie between H. H. Wood of Engine No. 1 and Dwight Gregory of Engine No. 11, both of Denver.

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Operated in conjunction with electrical alarm installations, or by steam.

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Any nozzle that allows water to escape from the hose, is often considered "good enough." Larkin Nozzles are properly constructed. They're made of the best possible material and are tested to 250 pounds pressure before leaving the factory. Easy to keep tight because of their correct construction. They will positively give an efficient stream until entirely worn out.

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SMOKE PROTECTOR
has a combination SILK DISC and SPONGE filter and an Automatic Valve giving double the capacity of others. Made of the best white rubber and can be carried in any coat pocket.
THOUSANDS IN USE
Sent Postpaid for $2.00.
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RUBBER GOGGLES
FIT AIR TIGHT
and are worn with the Protector making a complete outfit.
Made of one piece of pure rubber and have mica lenses.
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The Cincinnati Bell Foundry Co., Cincinnati, Ohio

The time was 6 seconds flat. Floyd McCarty took second place with a time of 5 1-5 seconds, and J. P. Cahill took third with 5 2-5 seconds. A corn roast was held on the open street at 5 p. m., followed at 7 p. m. by memorial services to those who had lost their lives in the fighting of Colorado fires. At 8.30 p. m. the streets became a hubub of carnival excitement and confetti began to fill the air. D. E. James of Denver won first place in the hose coupling contest with a record of 14 2-5 seconds. Herbert Owen of Canon City was second and W. B. McBride of Rocky Ford third. Newton E. Rockley of Louisville won first place in the 100-yard dash. The team from Arvada won the 200-yard elimination race. Englewood firemen won the exhibition wet test in 11 seconds. The Louisville team carried off the honors in the hub-to-hub hose cart races. Georgetown team was second and Golden third. The convention was transferred to Littleton with a parade of delegates, bands and fire apparatus. Following the parade the first of a series of wet test runs against time by the teams competing for honors in tournament events was held. The first test was run off by the team from Georgetown, which set a time of 41 seconds. An exhibition drill by Engine No. 1 and Truck No. 3 of Denver was staged on the open street, five streams of water being put in action in a few seconds. Finals in the 50-yard wet test were won by the Arvada team in 33 seconds flat. Georgetown came second with a time of 41 seconds. Closing sessions were featured by election of officers and selection of Loveland, Colo., as the meeting place for 1921. The following were elected: R. E. Nutting, Littleton, president; A. G. Kilker, Englewood, first vice president; Henry B. Davis, Glenwood Springs, second vice-president; Benjamin Nichaff, Louisville, third vice president; A. B. Pettingill, Boulder, fourth vice president; J. S. McCormick, Denver, secretary; Ray Chamblin, Pueblo, treasurer and Henry M. Sarwash, Denver, historian. Fire Chief John F. Healy directed the final exhibitions. During a display by the Littleton department, Earl Bradley, a volunteer, slipped on the wet pavement and suffered a broken arm. He insisted on finishing his coupling in spite of his injury. Assistant Fire Chief Al Graeber, Denver, gave an exhibition of fast hose coupling.

Very Particular in England

Apropos of uniforms the abrogation of evening dress conventions during the war has not yet been replaced by full conformity with reinstated convention. It was noticeable at the Bradford and Eastbourne conferences of the Professional Fire Brigades that the dress coat and dinner jacket were not always accompanied by the conventional white bow with the former and black bow with the latter. And miniatures of medals were not, in every case, worn on the correct side of the breast. Can it be rightly assumed that such conventions have ceased? Mess jackets were conspicuously few in number. — Fire, London, England.

Galveston Causeway

Under provisions of the original contract, the board of managers of Galveston County, Texas, have relieved Larkin & Sangster, Inc., Buffalo, N. Y., of their contract for constructing the causeway in accordance with the clause that permitted this action should the cost exceed $1,750,000, which it has done. The increasing cost of materials, labor and transportation have made it impossible to complete the contract within the bids but the work will be continued under the direction of H. F. Jones, the supervising engineer.

The Fire Balloon

Great progress has been made in the matter of safe and sane observance of Independence Day. Yet some dangerous practices are still tolerated.

The sending up of fire balloons is condemned by the Conservation Commission of New York state, which issues a special warning against the use of such balloons in or near the forest reserve. This has reference to possibilities fraught with grave menace to the Adirondack region and other sections where the state owns wooded areas.

The conservation law provides that "no unpiloted hot-air balloon shall be sent up in any fire towns or in a town adjacent thereto." There are numerous "fire towns" —that is, towns where, in the interest of protecting the forests, particular precautions against fire are taken—in the Adirondacks, and the notice from the Conservation Commission is timely and comes as the result of some costly experience.

The commission announces that one of the worst forest fires in New York state last year was traced directly to a fire balloon sent up during a Fourth of July celebration in an Adirondack village. The lesson should be lasting.

Fire balloons may be attractive features, and their use under proper conditions is unobjectionable. But when "unpiloted" — that is, without control and left free to drift in any direction the air currenas may take them—obviously the risk is great. The chances of disaster, of course, are more numerous in the state preserve than elsewhere, for one of these fire carriers dropping among the trees or underbrush may cause a conflagration involving property loss amounting to millions and leave desolate wide tracts from which the beautiful and health-giving forests have been swept.

Even in other localities much mischief may result from the careless handling of fire balloons. There are many instances on record where these balloons have been sent up in cities or villages and in descending have fallen on roofs of dwellings and barns or come in contact with other inflammable objects, the result being destruction of costly property.

Boston's Claims

Boston is looking ahead to no distant day, of having its fire department completely motorized. They are now working on the outskirts, but the big city of Boston has got to hand it to this city for one of the earliest cities to be completely motorized, though we have got to give the city of Boston credit for being first to many things that pertain to its fire service.

Boston was the first town on this continent to own a hand engine, which came from London, in 1678. The first fire engine made in this country was made in Boston in 1733.

Boston has the oldest engine company in America, Engine 7, which has been in service continuously 233 years.

In 1855, Boston was the second city to possess a steam fire engine, and the first city to change entirely from hand to steam in 1860.

Boston was using a chemical engine in 1869, and had its first fire boat ahead of other cities in 1873. Away back in 1852, she had the fire alarm telegraph and they also had a ladder truck in 1820, a horseless engine in 1872, and a water tower in 1882.

Boston lays claim to having the first sliding pole, but this city can lay as good a claim to that useful article for quick time in getting out, as one of these poles was used in the old engine house on Chestnut street, where Engine 2 was stationed, before any of the big cities got their second wind. — Lynn, Mass., News.

Municipal Growing Pains

During the past ten years a well known midwestern city has had a *seventy-nine per cent increase in population. During this time there has been virtually no additions to the fire signaling system.

Today that city has not as adequate fire signaling protection as it had ten years ago. Today the lives and property of that city's citizens are being exposed unnecessarily.

Is this condition duplicated in your city? Have you outgrown your fire signaling system? Don't wait until a costly fire proves this to you. Have a survey and report made by the proper officials. If our engineers can be of help, call on us.

*Actual figures.

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Fairport, N. Y. — Purchase of fire truck urged by residents.

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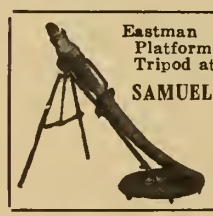

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Somerset, Pa. — Citizens subscribed $1,645 for equipment for volunteers.

Gloucester, N. J. — Purchase of another engine and a ladder truck recommended.

Leesport, Pa. — Considering the purchase of fire engine.

WATER PRESSURE MYSTERY

The condition of the water pressure in the Burton Street section of Bridgeport, Conn., continues to be a live question among the residents of that section.

A test that has been made of fire hydrants on Burton Street indicates that there is something radically wrong with the flow of city water, as the pressure which the hydrants register on a test lasts but a minute or two after the hydrants are opened.

Supt. of Water W. G. Smith, in a report submitted to Fire Chief Henry H. Heitman, blamed the poor pressure at a recent bad fire to the fact that firemen did not shut off a broken hydrant after they turned the water on. The result was that Chief Heitman started an investigation "of his own" to find out just what the conditions of the water supply in this section are.

A number of persons gathered to watch the experiment, among them a reporter.

The first thing done was to take the pressure of the hydrant directly in front of the Burton Street fire house—one of the hydrants which failed to give off water with any amount of pressure at a recent fire.

The test showed 85 pounds pressure. Hose was then laid a distance of 100 feet and the water turned on. The water gushed out at first but in a few minutes the pressure dropped from 87 to 22 pounds. A 1½-inch nozzle was used.

When another strip of hose was connected with this same hydrant the pressure dropped to 20 pounds. A test was next made of the hydrant which was found to be broken at the recent fire. It had been repaired and showed, when tested, a pressure of 87 pounds. When the hydrant was opened up the pressure dropped to 15 pounds.

One of the firemen present at the test was asked what pressure this hydrant would have if two pumpers were drawing off water from the hydrants on either side of it. That was the condition at the recent fire, pumpers drawing from the hydrants in front of the Burton Street house and the one at the corner of Burton and North Main streets. The fireman thus questioned replied that he couldn't see where that hydrant would give off much water with pumpers taking water away from it on both sides.

Chief Heitman would not talk for publication when asked for a statement. He said he was making the test to satisfy himself as to the water pressure.

It was not necessary for the Chief to talk, however, as it was apparent to everybody who saw the test that if a bad fire had been in progress the same condition would have existed as did previously.

Just what action will be taken to better the water pressure there remains to be seen. Summed up, the situation is that there is plenty of pressure in the hydrants when they are tested, but only a scant flow of water back of the pressure once the hydrants are opened.

Chief Heitman and his men stopped their investigation after testing the second hydrant, evidently believing they had proved to their satisfaction that the water supply is inadequate.

Supt. Smith of the Water Department when interviewed stated that the pressure naturally drops when the hydrant is opened, but he believed that with pumpers at work on the hydrant the pressure would be sufficient to take care of an ordinary fire. He admitted there wouldn't be much of a flow of water with three hydrants on the same main in use, and also admitted that the water mains in that section are small.

Action will probably be taken in the near future to better fire-fighting conditions in that section. Residents of the section are already complaining against the fire danger they say has been shown to exist.

One resident of the section when he saw the result of the tests by Chief Heitman, stated that it was apparent that a good fire on a windy day would wipe out the whole North End, with only the present water pressure with which to combat the blaze.

Contemplated Improvements

Huntington, W. Va. — Engineer Howland recommends motorization of all equipment.

Billingsport, N. J. — A fair recently was held to raise funds for fire apparatus.

Palmer, Kan. — Block destroyed for lack of fire protection.

Whitneyville, Conn. — Department has asked for $2,500 to buy fire hose.

Schenectady, N. Y. — The Woodlawn section is trying to raise money for a fire house and apparatus.

Fitchburg, Mass. — Public safety committee urges purchase of aerial ladder truck.

Brockton, Mass. — Budget contains appropriation for new pumping engine.

Cumberland, Md. — It is planned to purchase a chemical and hose truck.

Trenton, N. J. — Council has adopted ordinance for purchase of fire engine.

DuBois, Pa. — Authorities will buy a fire truck.

August Shipments

Forty-nine pieces of apparatus were shipped by the American-LaFrance Fire Engine Co. during August.

A type 38 pumping engine to Richmond, Va.

Type 75 pumping engines to Eastland, Texas; Amesbury, Mass., and two to Fort Wayne, Ind.

Type 40 combination cars to Eastland, Texas, and six to Fort Wayne, Ind.

Type 75 triple combinations to Alliance, Ohio; Atlanta, Ga.; Paris, Ky., and Laurel, Mass.

A type 17-6-75' aerial truck to Greensboro, N. C.

Ten type 12 pumping engines to New York City.

A type 14-6 combination service truck to Dallas, Texas.

Type 14-6 service trucks to Dallas, Texas, and Amesbury, Mass.

A type 31-6 tractor to Dallas, Texas.

Three type 12 piston pumping engines to Dallas, Texas.

A type 17-6-65' aerial truck to Rocky Mount, N. C.

Type 38 triple combinations to Rupert, Idaho, and Jerome, Idaho.

A type 75 combination car to Jamestown, N. Y.

A type 75 piston pumping engine to Baltimore, Md.

A type 31-6-75' aerial truck to Ithaca, N. Y.

A type 39 triple combination to Sterling, Ohio.

Two type 40 pumping engines to Fort Wayne, Ind.

Two type 12 triple combinations to Natrona, Pa., and Roosevelt, N. J.

A type 14-4 service truck to Roosevelt, N. J.

Brockways

A type B-4 combination car to Riverside, N. J.

Two pumping cars to Richmond, Va.

FIRE SERVICE

THE 387th CITY

Two Platoons Adopted for the Fire Department of Clarksburg, W. Va.

And still they come, the live cities that are putting their fire departments on the modern two-platoon system and doing so ahead of the state-wide mandatory laws that are bound to come if they delay too long.

This coming winter there are to be many such state-wide laws passed to clean up the remainder of the fire departments that are outside of the reform area.

In a country as large as the United States there are sure to be a certain number of cities that are being run by "bugs" or stick-in-the-muds who pride themselves upon resisting all progress and who hate firemen. They hate firemen now more than ever before for now for the first time firemen are beginning to come into their rights and learning how to get what they are entitled to.

The 387th city to adopt the modern two-platoon system for its fire department is Clarksburg, West Virginia, with a population according to the last census of 9,201.

It is an enterprising and growing city with an excellent fire department under a noted fire fighter and there is no doubt that the new system adds to the efficiency of the department.

WASTING THEIR TEARS

Newspapers Still Weeping Over the Imaginary "Last" Fire Horse in New York

Many American papers are still weeping over the imaginary passing of the "last" fire horse in New York.

The bunk put out about this interesting event was swallowed by them hook, line and sinker.

Because the last horse in their own fire departments disappeared some time ago they think it quite natural that the last fire horse in New York should also vanish about this time, not knowing that over 300 fire horses are still being employed in four New York boroughs, from which it will be many years apparently before they disappear.

The New Bedford Standard says:

"New York was slower than New Bedford in motorizing its fire apparatus, and it was only this week that the last fire horse ended its service in the department.

"The passing of the fire horse cannot be contemplated without regret. It had to be, of course; motor apparatus is faster than horse-drawn. The advantage is all in favor of gasoline.

"But the most powerful motor engine built, speeding through the streets, can never touch the heart as did the sight of the splendid galloping horses, superbly built and superbly conditioned, sentient creatures answering an alarm with a knowledge of what they were doing and joy in doing it. The glistening coat, the play of supple muscles under it, the flowing mane—all these helped to make the fire horse a thing to admire and wonder on.

"The motor engine has power plus, but not the revelation of power of the fire horse. It is spick and span and shiny, but has not the beauty of the galloping animal. Gentle, knowing, eager at their work —the fire horse was an institution to be proud of."

The Boston Transcript said:

"The news that the last fire department horses have gone from Manhattan serves to call attention to the passing of a picturesque feature of the life of American cities. Motor-driven fire apparatus roaring through the streets is impressive in its exhibition of power seemingly unlimited, but it does not arouse admiration and stir the imagination as did the horses, great sinewy fellows, often gleaming white, running three abreast before the engine, with the driver strapped to his seat struggling to guide and restrain their impetuosity.

"Much has been written about the horse of the fire department. Tributes have been paid to his courage and intelligence. He has been a prominent figure in fiction, the friend of many a writer of stories. He has provided material in which there was appeal to human sympathy and to human love for fellow human beings and for noble animals.

"Descriptions of the fire horse as a creature possessed of reason, devoted to his work and willing, if need be, to perish in the line of duty, have been received by thousuands of readers as, perhaps, not very far from the truth."

FIRE FIGHTERS' CONVENTION

President Baer Not Touchy About His "Honor" There Were No Fights Nor Resignations

The International Association of Fire Fighters opened its third annual convention at St. Louis, Mo., on Sept. 13 without a hitch.

Unlike the Toronto Convention of the Fire Chiefs, there was no unseemly brawl created by the President, and everything was orderly and businesslike, while the proceedings were of a nature to command public respect for the firemen, instead of creating a scandal such as unfortunately marred the annual gathering of the I. A. F. E.

The President, Fred W. Baer, formerly of Kansas City, was not touchy about his "dignity" or his "honor" and did not shout at his delegates as if at a fire. There were no fights and no resignations and everything went off according to schedule.

The representatives of the New York firemen left this city for the convention on September 11.

The delegation, consisting of President Guinness, Vice President Holterbach, Secretary Rosenberg and Treasurer Nixon, went over the New York Central road as far as Chicago. Secretary Rosenberg notified the U. F. A. office that the New York firemen were met at Chicago by President George Hargan and a committee of Chicago fire fighters.

In fire department cars the New Yorkers were taken to the Masonic Temple, where the rooms of the Chicago organization are located. Later at the Morrison hotel the Chicago firemen entertained the New York delegation at dinner after which there followed an automobile tour of the Windy City and a theatre party at the State-Lake theatre. The Chicago newspapers heralded the arrival of the New York firemen.

The Chicago delegation to the convention accompanied the New Yorkers to St. Louis. Capt. William E. Brown, of Milwaukee, went along also.

Reforms designed to increase the efficiency of municipal fire departments were under consideration at the opening of the convention.

Delegates from throughout the United States and Canada were present.

Removal of departments from political influence and improvements in working conditions through remedial legislation were advocated in resolutions prepared for introduction.

Proponents of these measures asserted efficiency is lessened under the system that allows the appointment of a department chief to be governed solely by partisan politics.

Universal adoption of the three-platoon system also was advocated, delegates stating this plan, in effect in Cleveland and Hibbing, Minn., had cut fire losses in half.

Other resolutions scheduled to come before the convention urged the wages of firemen be made commensurate with living conditions, and that municipalities investigate scientific methods of fire fighting and prevention.

Resolutions urging the repeal of the legislation passed by the 66th Congress, which prohibits members of the District of Columbia fire department from affiliating with the firemen's union, were adopted. Organized labor in the United States was asked to join the firemen in seeking repeal of the law.

Plans for spreading the unionization movement among the members of municipal fire departments were considered.

The organization now has 222 locals in the United States, and thirteen in Canada, with a total membership of approximately 28,000, according to officials, who claim it is represented in four-fifths of the paid departments of this country.

Opposed to Fire Journals

Former President Kenlon of the I. A. F. E. does not like fire journals and newspapers in general that opposed his methods of conducting the Toronto convention, and has some nasty things to say of them.

That is to be expected.

The other chiefs of the country appear to have a different opinion of newspapers and of Chief Kenlon than he has of himself, and his presidency of the association. — Firemen's Standard.

DuBois, Pa.—Council appropriated $10,000 for a motor truck.

NEW MEN AT TOLEDO

Two Platoons Installed September 1, and Three Platoons Begins January 1

The Blade of Toledo, Ohio, Aug. 30 said:

After the appointment of nearly 100 city firemen Monday, Safety Director Wall and Chief Elling announced that the double-platoon system giving firemen 48 hours on and the same period off would be in operation Sept. 1.

Safety Director Wall appointed 75 men Monday. Twenty will be appointed Tuesday or Wednesday.

Mayor Schreiber, Director Wall and Chief Elling assembled the new fire fighters in the council chamber before presenting them with their commissions.

They were assured by the director that the only ones who would endanger their jobs were themselves through failing to perform their duty.

Firemen at present are receiving two days off after working four days. The reduction of the working hours is in compliance with the eight hour day for firemen ordinance passed by the voters last November.

It is expected that the eight-hour day will be in effect by the new year, Wall said.

The men reported for duty to Chief Elling at 1 p. m., Monday. They were assigned to the various engine houses. Chief Elling estimates it will require about the same number of men before the full eight-hour day can be operated effectively.

ROMANCE OF FIRE PATENT

Claim for $951,000 Against New York Revived by Fireman's Heirs

After lying dormant nineteen years, a claim for almost $1,000,000 against New York City has been revived by Mrs. Anna L. Claasen of 1327 Greene avenue, Brooklyn, as the daughter of William A. Brickell, who, fifty years ago, was an engineer employed in the fire department.

Comptroller Craig received notice of the revival of the claim last July, and an investigation has been proceeding since. The claim was referred by the Comptroller's office to the Corporation Counsel, with request for a legal opinion on its validity.

William A. Brickell joined the fire department in 1865 and three years later took out letters patent on an improved method of heating the "steamers," which the fire fighters use to produce pressure to pump water from the street hydrants to burning buildings. The method devised by Brickell was substantially the same as that in use today throughout the country.

Brickell was dismissed from the department in 1868, shortly after he had taken out his patent. Tradition has it that his dismissal was due to his refusal to let one of his superiors in the department "in" on the invention.

In 1870, when the city's fire engines had begun to use the Brickell system of heating, he offered to sell all his rights in the patent for $50,000, but the offer was refused. He then started litigation, which, by its present revival, bids fair to rival the famous case of "Jarndyce vs. Jarndyce," in Charles Dickens's novel, "Bleak House."

Brickell's suit against the city began in the United States Circuit Court on January 30, 1871. In 1879, Judge Wheeler rendered a decision, upholding the validity of the patent.

The court referred the question of damages to Gen. G. E. P. Howard, then a law partner of Elihu Root. Sitting as a master in chancery, Gen. Howard took testimony for nearly twenty years, inquiring minutely into the cost of operation of every fire engine in the city equipped with the Brickell device, and the economy of operation due to the use of it.

Gen. Howard submitted a report in April, 1899, to the effect that $2 per day per engine for the entire period covered by the litigation would be a reasonable figure, and he calculated that the damages due to Brickell, with interest, amounted to $889,-124. This report was accepted by Judge Coxe, in the United States Circuit Court, in June, 1900, and a judgment of $951,070 was entered against the city.

In the meantime, Brickell died, a poor man rendered poorer by the great cost of the protracted litigation. His entire earnings for years went toward providing the money necessary for lawyers and stenographic fees. The city spent almost $200,000 defending the Brickell suit.

When he died, in 1896, Brickell left four children, two daughters and two sons, as well as his wife, Adelia. All of them were impoverished and had to work hard for a living. The girls got positions — one as a typewriter in the city, the other as a teacher in Belleville, N. J., where they had established their home. The boys, younger than the girls, still went to school.

The prospect of great affluence, when the judgment against the city was entered in their favor, did not, fortunately, disrupt the economical habits of the Brickells. Barely eighteen months later, in October, 1901, the Circuit Court of Appeals, in a voluminous decision, reversed the action of Judge Coxe in affirming the Howard report, and remitted the case for a new trial.

The decision of the Superior Court, however, did not, it now appears, affect the validity of the Brickell patent, but merely asserted as the court's opinion that the Master had erred in his calculation of the amount of damages.

Two years ago, the Calendar Clerk in the United States Circuit Court, clearing the docket of old cases, sent a notice to some of the dead lawyers advising them that they must keep the case alive or it would be dropped from the calendar. This notice never reached any one connected with the law suit, and even the city was ignorant of the fact when a few months later the calendar was redrawn with the Brickell case omitted.

Mrs. Claasen, last spring, was referred by a friend to Lawyer William Bondy of 149 Broadway. Mr. Bondy satisfied himself that the Brickell heirs had a valid claim against the city and in July he wrote to Comptroller Craig, informing him that it was the intention of Mrs. Claasen and himself, as her attorney, to reopen the case.

But in view of the long litigation, and the great expense another trial would entail, Mr. Bondy suggested that the city look into the matter and see if a settlement could not be made. The Comptroller directed one of his examiners, A. P. Boleman, to hold an inquiry and examine Mrs. Claasen.

In answer to Boleman's questions Mrs. Claasen recited the history of the litigation. Mr. Boleman then asked her what she would consider a fair settlement in behalf of all the heirs.

"I think that about half of the amount of the judgment would be fair," said Mrs. Claasen.

The report of Examiner Boleman, inclosing the testimony, is now in Corporation Counsel O'Brien's office. The defense of the city, if the statute of limitations does not intervene — and lawyers say it does not in this case — will be that the city did not make any unwarranted use of the Brickell patent.

But both the Comptroller and the Corporation Counsel are as much exercised as Mrs. Claasen and Lawyer Bondy at the possibility of having to spend another $200,-000 or more in again defending the suit.

"A Worse After Effect"

The principal event of the annual convention of the International Association of Fire Engineers at Toronto, Ont., July 26-30 was the sensational resignation of President John Kenlon at its opening session, which had a gloomy effect over the whole convention and may have a worse after effect.

It was the first time in the history of the association that race and religion have been brought into a convention. All regret it, few if any approve it.

It was also the first time in the association's history that the directors have not sustained the president.--Firemen's Standard

Reckless Insurance Agents

"Was it covered by insurance?" is generaly one of the first questions asked after a fire occurs. If not, then the next remark is, "It's too bad."

In most cases, though, the risk was insured all right, because all the insured had to do was to call up a local agent, and tell him what he wanted and the policy came through the mail a day or two later.

The local agent was so busy trying to beat some other agent to a certain piece of business that he didn't have time to make a personal inspection of the property to ascertain its value or discover the physical defect that caused the fire.

Insurance is secured this way every day. The practice is all wrong.

No piece of property should be insured until it has been inspected by the agent insuring it. If the inspection reveals dangerous conditions, the same should be called to the attention of the owner, and not until the defects are corrected should a dollar's worth of insurance be written on the property.

If every agent would do this, and stick by it, the annual fire waste would be greatly reduced. For the careless property owner would in this way be forced into carefulness, and besides there would be little chance to over insure. — Stillwater, Minn., Gazette.

Fewer Immigrants

Although the proportion of immigrants that land in New York City is less now than formerly, the records show that from Jan. 1 until June 27, the arrivals totaled 152,987 and that the maximum daily number of 6,200 was considerably in excess of the facilities for caring for them, so that Commissioner of Immigration Fred A. Wallis was obliged to demand from the secretary of labor, authority to add 20 more inspectors and 20 more guards for immediate service.

Louisville, Ky. — Board of public safety will report on repairs to engine houses and purchase of two pumpers. Cost about $24,-000.

Franklin, Pa. — Chief Dolby has asked for a pulmotor.

DETECTED 464 FIRES

Remarkable Work This Year by United States Aviators

Location of nearly 500 forest fires in time to prevent a dangerous spread has clearly demonstrated the value of the airplane as forest patrols, according to a statement issued by the Army Air Service of the United States.

Six bases from which forest air patrols operate were established between May 16 and July 1 of this year.

The aviators on the work have flown 1,995 hours over approximately 6,247,091 square miles of timber, have detected 464 fires in time to prevent any considerable spread.

The first forest air patrol base was established at Fresno, Cal. Other bases are now located at Mather Field, Red Bluff and March Field, Cal., and Medford and Eugene, Ore. Six patrols operate out of Mather Field alone.

FIREMEN ARE RESIGNING

Quit Their Jobs When No Action is Taken on Request for Platoons

The News of Elgin, Ill., Sept. 1 said:

Possibility of Elgin being without adequate fire protection in the near future was seen today with the first resignation to be turned in by a fireman because of the failure of the mayor and commissioners to take any action on the two-platoon system.

Leo McQueeney, a fireman who has been stationed at Station No. 4, today gave notice that he will quit Sept. 10 to take up other employment.

"I will be employed at the traction company's car shops at Wheaton where I will work fewer hours per day and will receive more pay," said McQueeney in turning in his resignation. "The failure to get the two-platoon system is one of the things that makes my resignation necessary."

The resignation, which may be followed by several others, throws a serious light on the recent appeal of firemen for the two-platoon system.

At the present time there is not a man on the waiting list for the position of fireman. There are usually five or six who have taken examinations and are awaiting vacancies.

If new firemen are not obtained immediately, it is feared Elgin will be inadequately protected from fire. Whether the resignation of McQueeney, and promised resignations of others will hurry the adoption of the platoon system is in doubt.

Firemen are said to be "peeved" at the failure of the commission to take action on the platoon system. When their petition for the more modern system of two twelve-hour shifts was presented, it was tabled and has not been mentioned since.

Under the present system, firemen work 21 hours a day with one day off a week. They seek two shifts of equal length.

FIRE MARSHAL RIVALS

New Organization Formed "To Get Away from Insurance Influence"

The National Convention of Fire Marshals has been formed at Beverly Hills, Calif., as an adjunct to the National Convention of Insurance Commissioners by those commissioners who are also fire marshals.

These commissioners have all resigned from the Fire Marshals' Association of North America because of the failure of that organization to place any commissioners on committees and because of its insistence upon meeting in Los Angeles in November while the commissioners were already on the Pacific Coast in September.

Too much control by insurance companies was mentioned as the cause of the break.

The new organization has elected the following officers: President, W. N. Van Camp, Insurance Commissioner of South Dakota; vice president, John S. Horan, fire marshal of West Virginia; secretary and treasurer, Joseph Button, Insurance Commissioner of Virginia.

The laws of a number of the States provide that the insurance commissioner shall be ex-officio fire marshal, while those of others have created the office of fire marshal entirely independent of the insurance department.

Coolness developed between these two classes of fire marshals. At present those who are independent of the insurance departments are in the saddle in the Fire Marshals' Association of North America, the old organization which was formed in 1905 and includes in its membership both fire marshals of the various States and also of the provinces of Canada.

For some time there has been close cooperation between the Fire Marshals' Association of North America and the National Board of Fire Underwriters in lines of work in which both organizations are engaged. The National Board has assisted these fire marshals in their work.

The action of those insurance commissioners who are also the fire marshals of their States in forming the National Convention of Fire Marshals and leaving the old Fire Marshals' Association of North America has caused extensive comment.

There are thirty-three States which have fire marshals. In some of these this office is a distinct one and in others the insurance commissioner is ex-officio fire marshal.

Friction has been noticeable for a considerable time between the independent fire marshals and the "ex-officios." It has finally come to a head this year.

Early in the season the National Convention of Insurance Commissioners decided to hold its annual meeting at Los Angeles Sept. 1-3. It was the wish of some of the commissioners who are ex-officio fire marshals that the Fire Marshals' Association of North America should meet there at about the same time, if it proposed to meet on the coast, or that it should meet near the middle of the country at such a time that the ex-officio Fire Marshals could attend its meeting on their way to or from Los Angeles.

Now that the commissioner-fire marshals have organized the National Convention of Fire Marshals, it is expected that a number of fire marshals who are not commissioners will join it, and that the old association will be materially weakened.

As the number eligible to membership is small, it is contended that there is no occasion for two organizations and that eventually one of them will swallow the other.

The New York Journal of Commerce says:

"The charge that the Fire Marshals' Association of North America is too much under the domination of the insurance companies is not taken seriously. It is regarded as "campaign stuff," given out for public consumption or possibly to influence certain fire marshals to leave the old organization in order not to appear as controlled by the insurance companies.

"At times the association has put on its program as speakers a number of representatives of the National Board of Fire Underwriters and of the National Fire Protection Association, more perhaps than it was advisable to put on, but it is contended that the insurance companies in no way have dominated the association."

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European fire departments are beating those of the United States in adapting modern inventions to firemanic progress. The wireless telephone, which is in use in Paris, London, Liverpool, etc., is an illustration. Here is a picture of a London fireman fastening to a lamp-post a wire from a motor fire engine, for conversation with Headquarters.

Those Wasted Efforts

The souvenir issue of one fire prevention journal devoted eight pages to booming President Kenlon for re-election. The opinions, nearly all favorable, of 53 chiefs, and 63 others, including many non-firemen, were published. Chiefs as usual with fire prevention people, were placed in a minority in their own association affairs.

Possibly this is one reason why Chief Kenlon is not now re-elected president of the association.—Firemen's Standard.

FIRE SERVICE

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A Practice to Be Discouraged

From one or two cities come reports of firemen under the two-platoon system working during their time off. This practice was condemned at the recent meeting of Massachusetts firemen and it has likewise been condemned by other gatherings of firemen. At Lynn, Mass., a rule of the fire department has been made against it, as has been the case in other cities.

While we know that firemen are underpaid and are deserving of more money than they are getting, we must again point out that to work for outside parties during time-off under the two-platoon system is contrary to the purpose for which the new system is being established and endangers the chance of firemen in other cities getting this new reform.

The purpose of the two-platoon system is to relieve firemen of continuous service in the engine houses so that they may be with their families and indulge in reasonable recreation with the result that when they return to fire duty they will be refreshed and better able to cope with any emergency that may arise.

If firemen come back to duty in the engine houses tired and exhausted from working during their time off this purpose is defeated. While the men are off duty they are not, as a matter of fact, their own masters to do with their time as they please, because they are always subject to call for second alarms and are therefore at all times liable to fire duty. The intention of the law is that they rest and indulge in reasonable recreation with their families during their time off.

If, on the contrary, they work for outsiders during this time they are beginning a practice which the enemies of the two-platoon system will take quick advantage of in order to defeat the granting of the system to firemen in other cities. "No man can serve two masters."

The "Last" Horse

When the New York fire department recently pulled off that "last horse" stunt there was an outburst of tears and wails from the American press that must have astonished many people in the fire business. For every true fireman feels that the sooner he gets rid of his last fire horse the better it will be.

The horse, as we know, stands no comparison at all with the gasolene motor. He is the best that Nature could do in the way of a motor, but compared to what Science has produced, he is not in the same class of efficiency.

Why waste tears over the going of the last fire horse? Should it not be an occasion for rejoicing?

At the end of a three-mile run the fire horse was all in, but the motor engine is just as fresh at the end of such a run as when it started out from the engine house.

It never tires. It never excites our sympathy. It never eats its head off when there is nothing to do. It never gathers flies and makes the engine house smelly and unsanitary. It never grows old, losing its strength from day to day. It never creates a disturbance in the night. It stops dead when the gas is turned off and is not heard from again until the gas is turned on.

The gasolene motor develops a power and speed that the greatest horse never dreamed of. It is more obedient to the touch of a practiced hand than any animal that ever lived.

The internal combustion engine represents the 20th century. The horse represents the Middle Ages.

A fire department is supposed to be the last word in mechanical efficiency. Therefore there is nothing more ridiculous than to see such a department, that is looked upon as the leader in progress, having its apparatus drawn about the streets by animals that every school boy knows are as obsolete as the Dodo. It subjects the fire department to criticism and excites public contempt.

Horses were never an essential part of a fire department, whose only object is to extinguish conflagrations. They were merely employed to pull the apparatus through the streets when engines become too heavy for men to haul them.

The horse succeeded the man and the motor has now succeeded the horse. Their only purpose is to get the apparatus to the place where the fire is burning quickly and economically.

It was the public rather than the firemen who originated the sentimental rubbish about the Romance of the fire horse, which is what seems to excite the American papers from time to time.

Firemen are too practical to waste their time over sentiment. After living for years in the presence of horses they know their good and bad points. There is no intelligent fireman but what recognizes that the fire horse must go, that he is out of date, that he is not in the same class with the motor engine for firemanic purposes, that he is the poorest kind of a substitute for the internal combustion engine, which is as far ahead of him as a motor as the modern pumper is ahead of the old-time hand tubs.

It is not the business of the fire service to furnish romantic animals for small boys and young ladies to enthuse over. Fire departments are not in the Romantic business. They have little or no use for sentiment. They are nothing if not scientific and up-to-date .

Let editors of daily papers who know nothing about the fire service waste all the tears they have to dispose of over the vanishing of the last fire horse (when he does finally vanish), but this is an amusement that is entirely out of place in any fire department.

We do not feel sorry over the going of the horse. We rejoice over it.

We are not dropping tears over his passing. We are expediting it in every possible way.

We will have no regrets when he is finally gone. We will think it a good riddance for a nuisance, the removal of which has much improved the fire service and made the lives of every fireman better and happier.

Let the horse go. Help him to go. Don't bring him back.

The World Do Move

The attention of the Board of Health in New York has more than once been called to the engine-houses of "the greatest fire department that the world has ever seen."

The exterior condition of these structures, which are supposed to be modern, was illustrated the other day by the following statement in The Chief: "When the rain began to seep through the roof of 71 Engine the other night, the gang asleep in the bunk room formed a bucket and sponge brigade." What kind of an engine house can it be where such a thing as this can occur?

Then came the General Order telling the firemen of New York that their duty was to catch the rats that infest the engine houses and bring them to the Health Department. What the Health Department is going to do with these rats with which the Fire Department is "infested" we do not know, but it will be a good thing to get them out of the engine houses anyway.

Only a few months ago we called attention to the astonishing fact that the men in the engine houses were using roller towels years after the same had been swept out everywhere else and declared to be not only dangerous to public health but illegal. And now comes the following announcement by The Chief:

"The individual drinking cups for the members of the Fire Department have been delivered and are being distributed at the storehouse, 154 East Sixty-eighth street, for Manhattan and Bronx, and at 293 Myrtle avenue for Brooklyn.

"The cups will do away once and for all time with the common engine house tin dipper. The members of the department will be required to use the individual drinking cups in the interests of hygienic living habits, much the same as they are now required to use individual towels."

Wheeling, W. Va.—Purchase of new apparatus recommended by Chief Thompson.

THE ONLY SYSTEM

Universal Platoons Inevitable as Result of Motorization and New Conditions

In all the 32 cities and towns of Massachusetts which installed the two-platoon system combined, a total of 735 additional permanent men have been added to the force for its operation. Of this number 473 are soldiers appointed under the soldiers' preference law. Some cities installed it before this law was enacted, where no record was made of them. There has been 173 call firemen transferred to the permanent force and 82 call men have been dropped from the service because of the adoption of this system.

Eight cities of the state now have no call firemen: Boston, Brockton, Cambridge, Everett, Lowell, Lynn, Quincy and Worcester. All but Boston and Brockton abolished them when the two-platoon systems were installed.

The two-platoon system for fire departments came at a most opportune time to provide for one of the greatest of emergencies created by motor apparatus which nothing else now in existence can properly provide for, just as steam fire engines came in the latter fifties to provide for a great emergency in fire departments produced by the Civil War; a shortage of men to operate hand engines because so many firemen enlisted in that war.

Motor apparatus, which came into existence in 1903, is revolutionizing the fire service of the world. It has produced new conditions in the operation of fire departments and in their manual force which only the two-platoon or some other similar system can adequately provide for.

A large majority of all fire alarms in most cities and large towns are now still alarms, mostly by telephone. At least 75 per cent of all fires are extinguished by small, easily handled chemical streams.

This motor apparatus if operated in the most efficient manner possible, can do much better than horse drawn. This is why large fires have decreased in number in most cities in recent years. Motor apparatus can reach fires and extinguish them in their incipiency much quicker than horse drawn apparatus and before they can become large enough to be dangerous if discovered early.

With motor apparatus and to meet new conditions in the best manner possible, it is now necessary to have in station at all times firemen enough to respond to first alarms with and to properly operate after its arrivals at fires all apparatus; without depending on men at meals or off duty. Firemen who do not leave stations with apparatus when responding to alarms, especially those first due at fires are not available for duty when their service is most needed to put the apparatus in operation and to fully man it immediately on its arrival at fires.

High speed motor apparatus cannot stop or slow down to pick up additional men en route to a fire if the best service possible is to be rendered and at the most important time, when it first reaches a fire. It cannot waste the few seconds to do so when they are often of so great value at the commencement of a fire.

Apparatus must now, to meet new conditions, have a full complement of men in stations every minute, which only the two-platoon or some similar system not yet devised, can provide. A few seconds lost at the start of fires frequently cause a large fire and loss sometimes of lives.

Call force fire departments are not now suitable for city and large town fire departments except in small, isolated suburban sections where fires are very few but fire protection is necessary. All important large fire departments are now gradually abolishing that system which was necessary and rendered excellent service under past conditions.

Fire experts long connected with the service who know all its systems, qualifications and necessities, claim that the two-platoon is now the only system which can provide a full force in stations at all times so that apparatus can reach fires and be put to work in the quickest time possible and keep the fire loss at the lowest minimum possible. They say it is now the only system on which absolute dependence can be placed to provide the best fire protection possible at all times.

Only motor apparatus and the two-platoon or some similar system combined can now provide the zest fire protection possible. Fire apparatus is never overmanned but is frequently undermanned, especially during meal hours and on days off, vacations, etc., under the old continuous service system.

This is wholly eliminated by the two-platoon system. Good luck as much as efficiency of fire departments has prevented many large fires under the old system.

The increase of efficiency under the two-platoon system is from 25 to 50 per cent, according to local conditions.

The two-platoon system has been a decided success wherever used when it has been properly operated. It required a few years of experience to ascertain how best to operate it.

Its experimental period has passed. It is now being operated perfectly. The principal objection to it has always been its additional cost, which has prevented its adoption in the largest cities until recently. It is now in operation in New York, Chicago, Buffalo, Philadelphia, Pittsburgh, San Francisco, Los Angeles, Detroit, Minneapolis, Kansas City, Seattle, Topeka, Montreal, Toronto and many other of the largest cities.

Consensus of opinion of the leading chiefs and firemen of the country is that the two-platoon system, which is now being rapidly adopted in this and foreign countries, will be universally used in paid force fire departments or where paid firemen are employed. It is the only system now suitable for the service to fully meet the present conditions.

It is necessary to have firemen contented to have the most efficient fire protection possible. This the two-platoon system does. Under no other system will it be long possible to obtain the most desirable class of firemen.

The interest, both call and permanent firemen once had in the fire service, has gone, never to return. The last of fire service romance went with its horses. The public now take but little interest in it other than for the protection it provides them.

Firemen now consider their position as a workman does his job, an opportunity to earn a living and provide for his family and dependents. To keep firemen contented fire departments must now be operated under conditions similar to and as good as those of workmen or as near as possible for a waiting service along working service lines.

There has been a little agitation for the eight-hour system for firemen among labor leaders but little of it among firemen who believe it is unwise to consider any other than the two-platoon system at this time. Firemen generally do not approve of it. Only one city now has the eight-hour system for firemen: Cleveland, O., that city installing 8 hours April 1, 1919. Last fall Toledo, O., adopted the eight-hour system for all its employes, including firemen, and where it will go into effect January 1, 1921.

The greatest hardship of firemen now is not fire duty but absence of it. Their principal hardship now is the monotony of confinement to station awaiting alarms and fires which come fewer in number each year and without enough to do to keep their minds engaged and in the physical condition firemen should be in to render the arduous duty they are frequently called upon to render.

Fires and alarms have become so few in many cities and towns that firemen often call them "joy rides" which in some places they really are.

But for the occasional fires the life of a permanently employed fireman would be almost unbearable because of its monotony, especially in stations in isolated sections and back streets or in business sections of large cities that are deserted nights and holidays and Sundays.

Firemen were much better contented than they are now when they had more fire duty to relieve their minds from their duty and daily routine life. In no other occupation is there as much disagreeable station life with nothing to do to occupy one's mind as in the fire service.

Firemen now want relief from disagreeable station duty and not from fire duty. Only the two-platoon system will provide the relief they should have for their mental and physical welfare and for the good of the service.

Under existing conditions they cannot be contented and at their best without some relief in their tiresome, watchful waiting, station life. The two-platoon system is now the only system that can do that. — Firemen's Standard.

Liverpool Up to Date

Liverpool, Aug. 13. — A fire company was called out here by wireless from an aerial on a building to an instrument on the fire engine.—Cross-Atlantic Newspaper Service.

Different from Toronto

Bradford Conference of the Professional Fire Brigades Association and the Eastbourne Camp and Tournament of the National Fire Brigades Association were equally successful. — Fireman, London, England.

"Fat" in Fire Insurance

The increase in local fire insurance premiums for the first half of 1920 which was indicated in the earlier reports of the various companies giving their business in Manhattan and the Bronx appears to have been fully maintained in the late figures.

Thus far some 18 companies have reported, and their figures reach the startling total of $21,499,613 for the first 6 months of 1920, as compared with $13,928,993 reported by the same offices for the first half of 1919.

This shows an increase of $7,570,620 over last year's figures for the Manhattan and the Bronx territory, or a gain of 54.3 per cent. The returns include practically all the companies doing business in the Fire Patrol territory. — N. Y. Journal of Commerce.

Resolutions adopted before final adjournment of the Michigan convention of Metropolitan clubs favored state-wide inauguration of the double platoon system for firemen and suggested an amendment to the state compensation act to include officers of the fire and police departments above the rank of lieutenant.

NO MORE FIRE BELLS

Haverhill Facing the Problem That Comes to Every Growing City

The Chief of the Haverhill Fire Department is reported to be considering abolishing the sounding of fire bells and the alarm whistle when box alarms are sent in to the department.

He says that as soon as the people count the number on the box, hundreds of automobiles scurry to the place of the fire and thousands of pedestrians take up the chase also. The streets are so lined with autos that the department is seriously hampered by them. The Chief suggests that the ringing of the public alarm is a relic of the old days of volunteer departments and ought to go.

The Chief is sounding out public opinion in his city. It is quite true that a fire department is bothered and hampered by the spectators that gather.

There is a time in the development of every large city when the fire bells have to go. The Chief thinks that the time has come in Haverhill, but the question is, will the people stand for it? The world is not entirely run yet on an efficiency basis.

Something has to be allowed for sentiment, says the Gloucester, Mass., Times. One of the rights which people will not give up willingly is that of running to a fire. The man who responds to the fire alarm whistle wishes no harm to the owner of property. He dearly loves to see a good blaze, and in his secret heart he always regrets seeing the department make a quick stop.

Indeed a big conflagration is the sight of a lifetime. Any one who has seen a million dollar fire in New York or Boston will never forget it.

The fact is that when we hear the fire gong and are within reasonable distance, we all become boys again in spirit, and hasten to the fire as if we were going to a party.

The Haverhill fire chief will be able to give better service if he succeeds in suppressing the fire alarms. But we imagine the people of Haverhill will not give up their fun without a protest. A good fire is a public calamity on the one hand, and on the other furnishes a change and stimulation on a dull day to the thoughtless man.

"SKULL PRACTICE" FOR FIREMEN

How the Men of One Department Are Being Licked Into Shape

Members of the Helena, Montana, fire department are getting a rigid training which in two months will give them a complete fighting unit, capable of handling any situation that may arise in the course of their work in Helena, according to city officials who are watching the department with much interest under the recent reorganization.

"Skull practice" for an hour and one-half daily, an hour or more on ladders of all descriptions, another hour on practice runs and other time devoted to special training for each member of the department in his particular duty and its relation to the work of other members, makes the Helena fire department a busy place these days.

The "skull practice" which takes an hour and a half each morning is being devoted to a school of instruction on the location of hydrants, streets, block numbers, fire hazards, water pressure, alarm boxes, short cuts, and all business buildings and public buildings in the city, as well as the general scheme of water mains in the residence districts.

Among the other phases of this work are the various methods of ingress and egress to and from all buildings, the layout of the basements, methods of merchants in storing stock, location of inflammable materials, danger zones because of poorly constructed buildings and all other available data.

Operation of the "booster" pump on one of the big fire trucks is a part of the daily program. The pump is designed to draw water from a hydrant, well or stream and to regulate as well as to increase the force of the stream. The pump is hooked to a hydrant near the station and it is a common sight to see the entire department struggling to hold the powerful hose when the pressure is turned on to the limit.

Practice with wall and scaling ladders is making members of the department nimble and agile and they are swarming over the city hall with ease.

Construction of a "fire" tower, which will afford more practice, with hose, ladders and later on probably landing nets, is planned to go up in the near future.

30 Years in Business

MR. A. R. BROWN

A. R. Brown, Eastern Manager of O. J. Childs Company, with offices at 1265 Broadway, New York, has been selling fire apparatus and sundries for 30 years.

He was for 27 years connected with S. F. Hayward Co. and American-LaFrance and has been an active member of the I. A. F. E., N. Y. State, and N. J. State Fire Chief's associations.

In addition to his managerial connection with the Childs organization, Mr. Brown is distributor of N. Y. Nozzle, Corbin Chief Hose Clamp, and other practical devices.

SERVICE NEWS FROM EVERYWHERE

New England States

The City of Boston recently paid $100 in damages to a citizen who was struck and knocked down by a fireman who was thrown from a fire truck when the truck ran afoul of the curbstone.

Firemen at the Central fire station, Amesbury, Mass., and also hundreds of people around the station are glad that the shrieking fire whistle will sound only on second alarms. Chief John B. Gordon has decided to cut out the fire whistle on single alarm fires. This is being done in several cities where the two-platoon system is in effect. There is a full crew at all times in the station. Before the two-platoon many times firemen would be at lunch, and the sounding of the fire alarm would notify them that there was a fire. This is unnecessary now. Hereafter the only time the whistle will sound is for two-alarm fires. It will not sound at 12.45 at noon as it has in the past. Another reason or the discontinuance of the sounding of the whistle is the fact that many curious autoists answer fire alarms and block the streets and impede the progress of the fire trucks. It also draws many people into the streets that otherwise would be attending to their business.

Three new fire towers have been completed by the fire prevention division of the State Department of Conservation in Massachusetts. They are in Hanson, Pelham and Agawam. There are now 37 fire towers in the State and all the area of the State is visible from them excepting Nantucket and the tip of Cape Cod. Since the 15 miles of vision necessary in some cases is reduced to 10 on hazy days sub-stations will be erected to relieve the long distances.

The annual muster of the North Attleboro, Mass., fire department was held for the first time with no piece of horse-drawn apparatus in the parade. Among the departments in line were those from Attleboro, Medway, Mansfield, Sharon, Foxboro, Plainville, Wrentham, Franklin, Milford and Walpole.

The presentation of a silver loving cup to Thomas McGuire, who terminated twenty-eight years of service as chief of the Riverpoint, R. I., fire department when he declined to again accept that office at the last annual district meeting, was the feature of the annual outing of the Brigade at the Oakland Beach Yacht Club. This part of the program came as a surprise to the veteran chief. The following inscription was on the cup: "Presented to Thomas McGuire, Chief, 1892 to 1920, who by his faithful and efficient service and kindly interest in our welfare won and has preserved our sincerest admiration and devotion and carries with him the assurance of our friendly regard; by the Riverpoint fire department, Aug. 29, 1920." The presentation address was made by Col. Patrick H. Quinn, who gave a brief historical sketch of the district, dating from January, 1892, when Mr. McGuire was elected to fill the vacancy caused by the resignation of his predecessor, and recounted many interesting incidents that happened during the tenure of Chief McGuire.

The matter of shortening the period of service for reserve firemen before they are appointed to the permanent force is now under consideration by the Providence, R. I., government and the Board of Fire Com-

NORTHERN EQUIPMENTS

Double tank combination chemical and hose in service in Mount Pleasant, Michigan.

FOR COMMERCIAL CHASSIS

Partial list of other towns using Northern double tank combination chemical and hose equipments.

California
- Fort Bragg
- Taft

Illinois
- Kewanee
- Morton Grove
- Murphysboro

Iowa
- Dennison
- Jefferson

Maryland
- Centerville
- Silver Spring

Massachusetts
- Walpole
- Georgetown
- Turners Falls

Michigan
- Birmingham
- Coloma

Minnesota
- Austin (2)
- Marble
- Marshall
- Shakopee

Nebraska
- Chappell
- Gering
- Sidney

New Jersey
- Matawan
- Oakhurst
- Oradell

New York
- Babylon
- East Norwich

New York—Cont.
- Goshen
- Massena
- Roslyn Heights
- Sayville
- Syosset
- Victor

North Dakota
- Lisbon

Ohio
- Hudson

Oklahoma
- Chandler
- Davenport
- Pawnee

Pennsylvania
- Apollo
- Bloomsburg
- Schaefferstown
- Wesleyville

South Dakota
- Wagner

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missioners, with a strong likelihood of a change being made in the near future in the system now in vogue. A man appointed to the reserve branch of the fire department today remains a reserve fireman for two years, getting $4 a day for his first year and $4.40 a day during his second year, not getting full pay as a permanent man until he enters upon his third year in the service. It is pointed out that men appointed to the reserve force of the police department are given the usual probationary term of six months, as are reserve firemen, become members of the permanent reserve force at the end of that period and upon entering their second year as police officers become full-fledged patrolmen, with the pay of a patrolman, $5 a day at present. The Fire Commissioners have conferred on the matter of shortening the reserve firemen's term as such with the aldermanic committee appointed to investigate the question and have also discussed it at their meetings, and action of a definite nature on the proposition will probably be taken at the next meeting of the fire board.

The Westford street firehouse, located at the corner of Westford and Lane streets, Lowell, Mass., and for many years one of the landmarks of the Highlands district, was put on the market at public auction when Auctioneer Simon B. Harris, at the direction of Commissioners George E. Marchand and John F. Salmon offered the building and the land on which it is built to the highest bidder. The building was closed as a firehouse several months ago and its apparatus transferred to the Branch street house. The closing of the Westford street house is a part of a program of readjustment being carried out by Commissioner Salmon which will embrace the erection of a bungalow type of engine house at the junction of Pine and Stevens streets, the elimination of the Warren street house and the erection of another bungalow type of station in the Oaklands. Proceeds of the sale to be devoted to the erection of the new house in the highlands. The Westford street house is a two-story brick building of mill construction. Its lower floor has been used for ladder trucks and chemicals and contains stalls for horses. The second floor is divided into a large dormitory, locker room, toilet and hay loft. In the basement is a boiler for heating purposes. The lot on which the building is situated contains 4,610 square feet of land.

Mayor Peters of Boston approved the retirement on a $1,250 annual pension of Capt. Michael Boyle, 55 years old, of Engine 16, River street, Dorchester. Capt. Boyle has been in the fire department more than 31 years. He lives at 239 Centre street, Roxbury. His pension is half his salary as captain. He was made a lieutenant in the department Feb. 6, 1903, and was promoted captain Sept. 5, 1910.

Capt. James W. Mahoney, Department Drill Master of the Boston fire department, is a very busy man just now. The annual competitive and inspection drill which will last nearly two months, is in full swing. During this time more than 800 men, or 90 companies, will be drilled and inspected by Capt. Mahoney. Visitors representing firemen and officials from all over the eastern states are part of the daily audience at fire headquarters yard, on Bristol street. A visit to the yard during one of the daily drills is as thrilling to a grown-up as to any of the admiring urchins perched in the "bleachers" — nearby roofs and stands conveniently out of reach of impatient policemen. There are ten "evolutions" to a drill. Before a bystander can "catch" the command, the men have leaped to their places. The heavy ladders go up as of their own accord. The men seem to have clinging feet that can hold to the most precarious places. Capt. Mahoney never forgets to compliment the men on their good work as well as to show them an error. Their speed and strength, he says, is splendid.

A conference was held at Fall River between the special aldermanic committee consisting of Aldermen Monks, Hargraves and Kearney, relative to a change in the regulations governing reserve firemen. At present a reserve fireman is compelled to remain on the reserve for two years, the first year drawing $4 a day and the second $4.40. The commission agreed the time is altogether too long and also informed the committee that it had taken this matter into consideration before the board of aldermen took the matter up. The commission pointed out the fact that a man might be appointed reserve fireman and at the end of two years not have served one day active service in the department, whereas the reserve policeman is on duty continually. The matter will be left to the fire commission.

Capt. Timothy Harrington of Hose 8 has tendered his resignation to the Fall River board of fire commissioners, the board accepting it. Capt. Harrington will be placed on the retired list probably within a couple of weeks, on a pension, as provided by the new pension law for firemen. The board will now requisition the civil service commission for the names of eligibles to fill vacancies caused by the retirement of Capt. Harrington, and the recent retirement of Lieut. George C. Newell and then proceed to fill these vacancies. George Wilkinson, Edward Fox and John J. Simpson were appointed reserve members of the department. Capt. Harrington is a veteran fire fighter. He was appointed a callman in December, 1883 and assigned to duty with Truck 1, and was appointed a permanent fireman Oct. 8, 1890. On Dec. 6, 1894 he was made a captain.

Warren F .Witham, 16 years, of Gloucester, Mass., had a narrow escape from serious injury when he fell or was thrown from a ladder truck which was responding to the alarm of fire from box 76 at Lanesville. According to the firemen, the boy had been warned several times to keep off the apparatus. When Ladder 5 pulled out of the Prospect street house, Witham hopped on the side without the driver's knowledge. Near Annisquam Willows, a piece of the solid rubber tire of the rear wheel of the machine broke loose. Witham shouted to the driver of the mishap but was unable to make him hear above the noise of the speeding machine and the clanging of the bells. When the piece of tire, about three feet long, parted from the wheel, it was hurled forward toward the boy on the side. In trying to dodge it, William lost his balance and fell off the machine. He went clear of the wheels and was picked up unconscious and carried to the hospital in an automobile that was behind the truck. The boy's face was considerably scratched and he complained of soreness in the chest. No bones were found broken and X-ray showed that no ribs were fractured.

The committee on fire department at Lynn, Mass., recommended to the city council that Capt. George W. Hutchinson, for many years attached to Chemical 3, be retired from the service on an annual pension of $1,000, to be paid in monthly installments. The captain has been handicapped because of injuries received while in the service as a fire fighter. Mayor Creamer approved his retirement on the pension and the veteran firefighter will retire immediately.

Action of the board of aldermen of Brockton, Mass., following a recommendation received from Chief William F. Daley of the Brockton fire department, caused the immediate discharge from the department of Charles A. Anderson, a ladderman with Ladder 3 of the Montello station. The recommendation came as the result of a charge made against Anderson for being absent from duty for a period of three hours and 15 minutes on August 19.

Middle Atlantic States

"With $300,000 out of the $6,000,000 loan, which has just become available, and $150,000 other money we can find, I am planning to get at least two fireboats, one for each river front," said Assistant Director Ellis, of the Department of Public Safety, Philadelphia. "The present fireboat protection on the two rivers now amounts to nothing. The old boats are worn out, useless, out of commission much of the time. We have such a vast front on two rivers that two boats are necessary. Each boat can be made of great value for fighting fires a square away from the shore all around. There are tens of millions of dollars in new wharves and docks of the city alone, and there will not be a moment's unnecessary delay in getting the new fireboats."

Joseph P. Moran, president of the Patrolmen's Benevolent Association, and Albert E. Guinness, president of the Uniformed Firemen's Association, of New York, filed with the Board of Estimate a petition from the 14,000 members of the two organizations asking that the 1921 budget provide for them minimum salaries of $2,500 a year. They participated in the recent advances, but in their petition they say: "We do not believe it necessary to present any facts or figures on the cost of living or the wages paid by private corporations for work involving less hours a day and no risk to life or limb. Such facts and figures are apparent to all officials and citizens. We have learned by personal inquiry in all parts of the city that the taxpayers and the people in general are willing to assume the small additional burden necessary to give the patrolmen and firemen a salary sufficient to enable them to live properly."

Eight firemen of Hook and Ladder Co. 2, whom Lieut. Donald C. McCune led into the basement of 44 East Sixtieth street, New York, to discover the source of a fire, were trapped by flames and smoke when they tried to get to the street again. Lieut. McCune ordered them to the roof, and under his leadership they fought their way up five smoke-choked stair flights and emerged into the air. They were near collapse when they reached safety. After resting several minutes they made the descent to the street. One of them, John Johnson, dropped unconscious on reaching the sidewalk, and was sent back to quarters after receiving medical attention. Peter Hogstrom, Patrick Lenahan and Moses Strauss of Engine Co. 8 also were overcome by smoke. After being revived they were sent to their quarters. John Burns, of Hook and Ladder Co. 2, was severely cut by falling glass.

A fire that did practically no damage in New York may result in the death of a 6-year-old boy, jeopardized the life of a policeman who snatched the youngster from the path of a rapidly moving fire truck and caused minor injuries to a number of persons who were knocked down when the apparatus skidded over the curb and up on the sidewalk. The fire was on the top floor of a three-story building at 87 East Broadway, occupied by a cloak and suit manufacturer. Benjamin Mell, 6 years old, was

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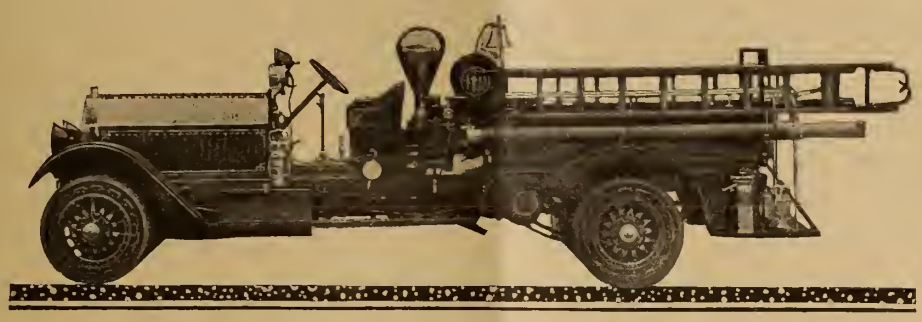

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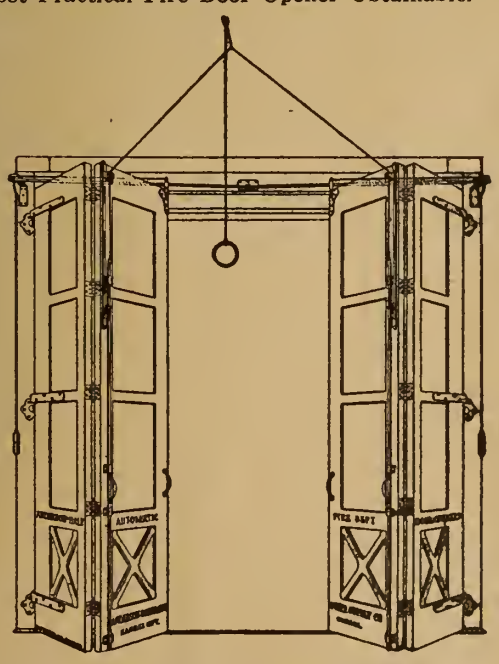
SOUTH BEND, INDIANA

ANDERSON-HALE FIRE STATION DOOR OPENERS

The Best and Most Practical Fire Door Opener Obtainable.

The doors cannot sag.
Give a clear opening.
Require small space to operate.
No friction in operating.
Keeps out cold and rain.
Easy to install and maintain.
Opened from driver's seat or from floor.
Adjustable.
Quick acting.

Descriptive Circulars and Full Particulars Mailed on Application.



Interior View of Fire Station Doors Half Open

Manufactured Solely by

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Manufacturers of

Motor Propelled and Horse Drawn Apparatus, Chemical Engines Hose Carts, Anderson Hose Couplings, Fire Extinguishers, Engine House Fixtures, Electric Alarms, Combination Nozzles, Alarm Bells and Bell Towers, etc., General Fire Department Supplies, Fire Hose

KANSAS CITY, KANSAS, U. S. A.

SUPPLIES A LONG FELT WANT

THE

FIRE DEPARTMENT REGISTER

A Book Specially Designed for the Use of the

Chief Engineer, Department Secretary, or Town Clerk

OR PAID OR VOLUNTEER DEPARTMENTS

It has ten classified headings, properly ruled, comprising the following important subjects of record:
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Extract of State Laws, etc.
List of Companies, Name, Location, Apparatus, District Covered, Date of Organization, etc., etc.
List of Department Officers, Name, Office, Date, Term, etc.
List of Company Officers, Name, Office, Date, Term, etc.
Roll of active Members, Name, Occupation, Residence, Date of Election Dismission, etc., etc.
Roll of Exempt Members, Name, Occupation, Residence, Date of Election and Dismission, etc., etc.
Statistics of Fires, Location, Owner, Loss, Cause, Companies at Work, Time, etc., etc.
Inventory of Property.
Minutes of Meetings, etc.

Book contains 250 pages 8½ x 14; is neatly and substantially bound.

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FIRE SERVICE

225 FIFTH AVENUE, N. Y.

THE SOLID COMFORT CAP

Protection When It Is Needed

A NEAT AND DRESSY CAP

JUST RIGHT FOR WINTER

SUPERIOR QUALITY CAPS AND HIGHGRADE FIREMEN'S UNIFORMS

Catalogue No. F. 300 will Show You Styles and All Firemen's Supplies.

It is Free.

THE HENDERSON-AMES CO.
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THE MOST POPULAR BADGE IN AMERICA

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Nickel -	$0.75	Gold Plate -	$1.13
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All qualities except nickel are subject to the 5 per cent war tax. There is no tax on nickel.

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JACOB REED'S SONS

Manufacturers of

GOLD MEDAL Uniforms

1424-1426 CHESTNUT ST.
Philadelphia, Pa.

Philadelphia, Pa. — The town of Stafford is organizing a fire company.

STERLING ELECTRIC SIREN

The Alarm That Gets Action
The Best for Truck Use and General Fire Signals. Write Now for particulars.
INTERSTATE MACHINE PRODUCTS CO., Inc.
60 Allen St. Rochester, N. Y.

playing with a number of other children in the gutter when Hook and Ladder Co. No. 6 came along and, in trying to pass a motor truck, veered over to the curb. The truck struck the child first and threw him ten feet in the air, and when he struck the street he was directly in the path of the oncoming fire apparatus. With only an instant in which to act, Policeman Braendly leaped in front of the speeding fire truck and, grasping the unconscious boy by the collar, got him out of the way. The truck grazed Braendly's side, injuring him slightly. The boy was sent to Gouveneur Hospital, where it was found that his skull had been fractured.

A recommendation, which is considered tantamount to reinstatement in the New York fire department, was sent to the Mayor by Commissioner of Accounts Hirshfield, in which he concludes that former Fireman Louis Tischler of Hook and Ladder Co. 6, should be given a rehearing on the charges which he never faced, but on which he was dismissed without a trial, because he failed to appear. The recommendation is based on the fact that Tischler's trial was never legally brought to his attention, that he was dismissed without an opportunity of putting up a defence, and that the complaint made against him was provoked by former Battalion Chief Walter Jones, his accuser.

James Pollock, for many years a prominent member of the Troy, N. Y., fire department, died at his home there. Mr. Pollock was born in Glasgow, Scotland, eighty-six years ago, but he came to this country when a young man and had lived in Troy the greater part of his life. He was long identified with the Farnam Steamer Co., having served as engineer of the organization for forty-one years.

Postmaster Bayard C. Stavely, of Haddonfield, N. J., vice president of the New Jersey State Firemen's Association, and chairman of the monument fund committee, presented a statue of General Burd Spencer, of Passaic, to the board of managers of the State Firemen's Home, at Boonton, Aug. 26. Postmaster Stavely raised $8,000 from state firemen to pay for this life-size statue, which is mounted on a 7-foot, 6-inch stone base. It was unveiled on the grounds of the home in the presence of thousands who gathered to witness the unusual event of dedicating a shaft to a person still living. The statue is given in recognition of services rendered during the forty-one consecutive years Gen. Spencer has been president of the State Firemen's Association. The statue was received by Egbert Seymond, former mayor of Bayonne, and chairman of the board of managers. Gov. Edwards, former Gov. Vorhees, State Senator Read and other prominent state officials were speakers. The occasion was on the anniversary of the dedication of the home.

Officers and members of the Washington, D. C., fire department presented to Frank J. Wagner, retired chief, and Mrs. Wagner two easy chairs in recognition of the long years of service rendered the department by the veteran fire fighter. They also gave the chief a smoking stand. Commissioner Brownlow made the presentation speech on behalf of the firemen, who were assembled in the board room.

While speeding up Broadway, New York, in response to an alarm of fire, Capt. Joseph A. Bonk, acting chief of the Eleventh Battalion, suffered a possible fracture of the skull when the runabout in which he was riding collided with a touring car owned by Joseph Marrow, of 736 Riverside Drive, at the intersection of Broadway and

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Is 200% Better
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Than any other make, brand, kind or style of Fire Hose heretofore produced, regardless of price.

This statement is based on applied knowledge. We ask for a chance to prove it.

When in the market write us for samples and prices.

Bi-Lateral Fire Hose Company
326 W. Madison St. Chicago, Ill.

KLEIN Uniforms

have been sold Direct to the Wearer since 1854.

They give Good Wear, are Neat and Attractive and Prices are Right.

Let us tell you about them.

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16-26 Cooper Square New York City, N. Y.
Manufacturers of Uniforms
Our Own Stores Located in New York, Chicago, St. Louis, Milwaukee, Cincinnati, Philadelphia, Kansas City, St. Paul, Omaha, Buffalo, Minneapolis, Brooklyn, Boston, Providence, Cleveland, Pittsburg.
Write for Catalogue F 400, Samples and Prices

Belle Vernon, Pa. — The fire company will buy a fire truck.

Only the DEAF FAIL to hear the SCREAM OF FIRE by
THE DENVER SIREN
Try it before you buy it
Catalogue S-11 tells how.
THE HENDRIE & BOLTHOFF M. & S. CO.
DENVER, COLORADO

Seventy-eighth street. Capt. Bonk was unconscious when picked up by pedestrians near the curb.

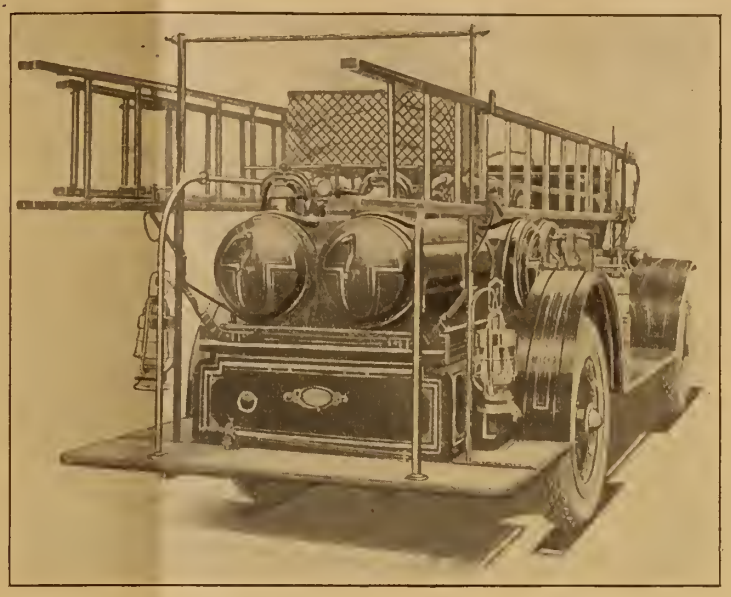
Southern States

Louis V. Martin, 58 years old, for many years a member of the Galveston, Texas, fire department, was fatally injured when two fire trucks collided at Broadway and Twentieth streets. Both trucks were answering a call to the Boulevard garage, Twenty-third street and Avenue Q½ when the accident happened. According to advices from John Sealy Hospital, Mr. Martin was found to have sustained a fractured skull and it was stated by physicians that there was little chance for his recovery. He died later. An aerial truck kept at the central station was going south on Twentieth street and the wagon from No. 4 station was going west on Broadway when the collision took place. The truck on which Mr. Martin rode and which was driven by Henry Mensler, was attempting to go around the other truck and in so doing struck the aerial ladder, running further on to the sidewalk and cutting down a telephone pole, which was in its path. Mr. Martin was thrown head foremost into an iron yard fence, a distance of fifteen feet. Bystanders and members of the fire department summoned Malloy's ambulance and the injured man was rushed to John Sealy Hospital. The accident, which is said to have been one of the most destructive collisions in some time, caused a great deal of excitement. People from the downtown district rushed to the scene in large numbers. The central station truck was driven by Firemen Wood and Bassard.

Under the caption "Jacksonville and Her Fire Boat," the house organ of F. C. Calkins & Co., general agents at Jacksonville, makes the following comments: "This ought to be a splendid title for an historic effusion setting forth the lazy indifference of the politicians in Jacksonville as well as that of the business men who are unwilling or unable to prove to our Council the wisdom of the installation at this growing port of an up-to-date fire boat. From Norfolk on the coast a great deal of hot air is thrown upon the atmosphere from year to year on the subject of fire boats, and nothing is done and probably will not be until one of the South Atlantic ports has a mammoth waterfront conflagration which arouses the citizens and taxpayers, who will probably then wake up sufficiently to insist that their money be expended to protect them."

At the instance of Commissioner T. M. Scott the Texas State Fire Insurance Commission has set down for public hearing on Wednesday, Sept. 29, the matter of reducing the rates on a number of important risks in the State and to give consideration to other ratings. While the premiums received and losses paid in Texas in the past three years show a large profit, Commissioner Scott has recommended that rates on unprofitable classes be increased, as well as those on extra profitable classes be reduced.

The following letter appears in the New Mexican of Santa Fe, N. M.: "The criticism of the fire truck driver in being late at the fire yesterday was uncalled for, as everyone knows that the truck is usually very prompt in answering calls. We should take into consideration that the driver is on the job 24 hours a day—Sundays, holidays and all—for the paltry sum of $85 per month and he has to wait to the end of each quarter to get that. He has no one to run the errands of his family and because he was caught at a grocery store some one had to criticize. Another thing, we should have more volunteers for the de-



"SOME FIRE FIGHTER

That Apparatus—I'll Say,"

Said a Chief when he inspected this

4 Tank Combination Chemical

And It's Built as Sturdily and Powerful as It Looks.
Your City, Large or Small, Needs This Type Engine.

Any Style Equipment Desired, Pumper, Chemical, Hook and Ladder, Hose or Service Truck, Built According to Specifications on Any Chassis You Wish.

Prompt Personal Attention Given to Orders or Fire Extinguishers, All Types, Hose, Fire Department Supplies, &c.

BUFFALO CHEMICAL FIRE EXTINGUISHER CO.

61-69 Carroll Street BUFFALO, N. Y.

Barton, Md. — A hose company has been organized.

Seneca, Pa. — A committee has been appointed to investigate fire protection.

THE VICTOR
LATEST IMPROVED U. S. TYPE GAS MASKS
[Single and Double Canisters]
Endorsed by over three hundred Fire Departments and Corporations.
Send for prices and full details covering these Masks for all purposes
The WOODHOUSE MFG. Co.
Manufacturers Fire Department Supplies
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Larkin Shut-Off Nozzles

More Than 10,000 in Service Giving Satisfaction in 2,000 Fire Departments

They're Best That's Why

Any nozzle that allows water to escape from the hose, is often considered "good enough." Larkin Nozzles are properly constructed. They're made of the best possible material and are tested to 250 pounds pressure before leaving the factory. Easy to keep tight because of their correct construction. They will positively give an efficient stream until entirely worn out.

Buy Larkin Nozzles and specify them on new apparatus. You will receive Shut-off nozzles that are known and guaranteed to be the most efficient and best constructed nozzles made.

Let Larkin Nozzles solve your nozzle troubles. Send for descriptive circular.

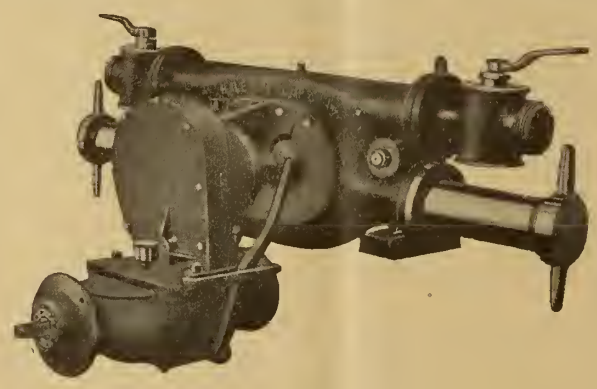
LARKIN MFG. CO.
DAYTON OHIO
Fire Dept Supplies of Every Description

HALE ROTARY FIRE PUMPS

Capacities based on *Actual Tests* and not on theoretical calculations.

Sizes from 100 to 600 gallons per minute.

All HALE PUMPS can be equipped with the



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which operates positively at any pressure without adjustment. Opens quickly - Closes slowly and permits shutting off of discharge without danger to pump or motor.

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The Bickle Fire Eng. Co.
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Agents for Canada

FIRE BELLS

UNLIKE OTHER BELLS. RICHER & DEEPER TONE. CAN BE HEARD FARTHER AND MORE DURABLE.
Satisfaction Guaranteed.
Write for Catalogue and Prices.
The Cincinnati Bell Foundry Co., Cincinnati, Ohio

Boston, Mass. — Has authorized $225,000 police station and fire engine bonds.

Albany, N. Y. — Considering new fire headquarters. Cost $150,000.

"Deluge" Chemical Fire Engines are simple, strong and reliable. The best for fire fighting efficiency. Write for full information regarding No. 50.
THE PROSPECT MFG. CO.
Prospect, Ohio

Sewickley, Pa. — Firemen raising money to buy a ladder truck.

Youngstown, Ohio — The manager will soon take bids on fire stations to be built at Arlington and Foster avenues.

MOTOR PROPELLED — GASOLINE — CHEMICAL

Fire Engines

Hose Carts, Fire Hose, Fire Hydrants
All of proved efficiency.

Waterous Fire Engine Co.
St. Paul, Minn.

partment, but the city refuses compensation to volunteers. The least the city could do is to compensate them for the clothing they spoil at fires. If some of the taxpayers did not kick so at high taxes we might have a better fire department."

Chincoteague, Va., a town on an island on the western shore of Virginia, with a population of 2,600, was partially destroyed by fire on Sept. 6. The walls of what was a bank, a few chicken houses and several isolated shacks remained standing. The fire started in one of the homes of a fisherman. It was fanned by a high wind and spread quickly. Coast guards from the Chincoteague stations and Assateague Island aided in fighting the flames. The latter brought hose and other fire fighting apparatus across the three miles of rough seas. They rescued many women and children from burning houses. They also helped to save considerable household effects and provisions. With the destruction of all the stores on the island went the bulk of the food supply. A score of wild ponies for which the island is famous, were burned in their pens.

Managing fire underwriters are showing concern over the cotton situation in the South and hold that conditions there will bear close watching. Information has been received in several of the large offices that a large percentage of the 1919 crop yet in the small, or farmers', warehouses is of very inferior quality and would grade so low that its disposal is very difficult now that markets heretofore affording an outlet are unavailable. Prior to the war a considerable quantity of these low grades was taken by Germany. Fire underwriters believe that with so much inferior cotton carried over into the new season there might easily develop a serious moral hazard in the interior points of many of the Southern States. They are daily watching the trend of the cotton market and call attention to the steady widening of the price difference between standard or middling cotton and the lower grades, which is taken to indicate increasing preponderance of cotton of inferior quality. Now that the new crop cotton movement has commenced in earnest, underwriters are also watching some of the principal shipping ports.

Middle Western States

The question of whether firemen are required to be present at all theaters or not caused considerable discussion at the meeting of the fire board of Red Wing, Minn. Attorney Hall reported that there is no legal regulation under which the firemen can compel the Auditorium board to permit their attendance except for inspection purposes at reasonable times under the direction of the fire marshal; and there is no requirement legally under which the attendance of firemen can be insisted upon by the Auditorium management.

Acting Fire Marshal Buckley of Chicago announced automobiles have replaced horses on the thirty-seven hook and ladder trucks, ten squad and four emergency wagons and forty-four of the 128 engines. "The entire equipment will be motorized within three years," he added. "We find the motor costs less to maintain and gets the apparatus to fires more quickly than the horses."

"We can't come to work in buttons and nothing else." That's what Walter F. Scott, secretary of the Minneapolis fire department, said, after figuring out that a fireman has to spend several hundred dollars of his pay every year to replace the clothes, both uniforms and "civies," ruined at fires. The firemen are wondering, he

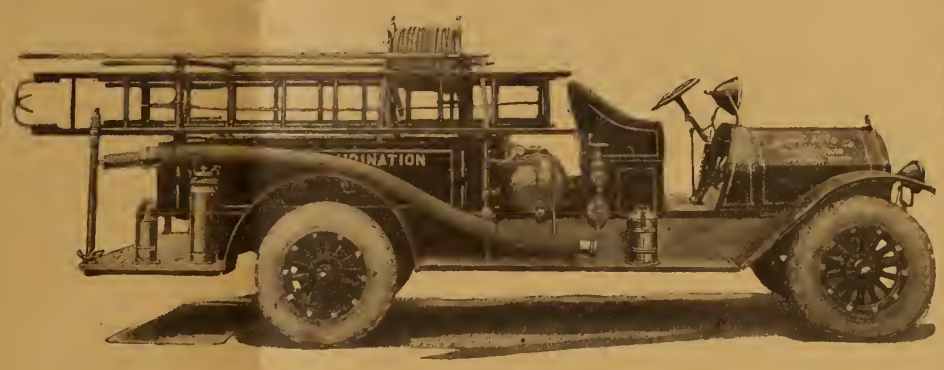
said, whether it wouldn't be better to ask for new clothes every year to replace those they spoil, than to ask for increases in their pay of $140 a month. At present, buttons are the only things the city furnishes to the fire fighting force.

An overturned automobile, a chase through the streets of South Minneapolis, invasion of a moving passenger train, a rush through passenger filled coaches and a leap from the train, figured in the arrest of an automobile theft suspect by two Minneapolis firemen. Arthur Nelson and William Turner, stationed at Engine House No. 5, were the pursuers in the case. A man who gave his name as Harry Carlson, 25 years old, is the captive. The suspicion of the firemen was aroused when an automobile driven by Carlson, with whom a woman passenger was riding, overturned directly in front of the engine house. Crawling from beneath the car, the firemen said, Carlson jumped to his feet and ran. They followed to Fifteenth avenue south and Sixth street, where Carlson jumped aboard a moving St. Paul road passenger train. As the last coach passed they leaped aboard in pursuit and ran the entire length of the train after Carlson, who dodged them successfully until the train reached Sixteenth avenue south and Seventh street. The train had gained a speed of nearly twenty miles an hour, when the firemen, holding their prisoner, leaped off.

Because they claim the fire-fighting apparatus at the Proctor, Minn., fire station is out of date and inadequate, every member of the village fire department handed in his resignation to take effect October 4, unless something is done to improve the equipment in the meanwhile. Members of the department appeared before the village council recently and put their case up to them. The truck now in use, according to these men. is an old-fashioned vehicle, which has to be hauled along on wheels in the summer and on runners in the winter. The firemen sav that they will not haul the truck through the snow another winter. Hoping to keep the force from resigning in a body, the village officials have appointed a committee to wait upon Supt. Kreitter of the Duluth, Missabe & Northern railroad, and ask him if the truck promised to the city by the railroad eighteen months ago cannot be secured in time to prevent a walkout. The committee is composed of Samuel Thomas, D. F. McKenzie and Albert Blanchette. The men have agreed to hold up the resignation until the fourth of next month. "The railroad will have to do something quickly or we won't have any fire department out here," said Mr. Thomas. "The truck we want is a ton-and-a-half machine. It would cost about $3,000. The railroad promised it to us a year and a half ago." Mr. Kreitter, when asked what disposition would be made of the case when it came before him, said that he did not know. "It depends on whether we can get the appropriation or not," he said. Proctor firefighters have, however, no intention of resigning Oct. 4, according to Fire Chief A. B. Eales of the Proctor fire department. "We are loyal to the job and all we want is some equipment. There are now 10 firemen, the other 20 having resigned some time ago. All members are volunteers," he said. According to Chief Eales, the entire equipment is hauled around on two wobbly wheels. A motor truck was promised the firefighters over 18 months ago but nothing has been done about it yet. Chief A. B. Eales and William Newman will leave to attend the fire college at St. Paul at their own expense. Both men are employed by the Duluth, Missabe & Northern Railroad Company and work in the company's shops at Proctor.

THE LUVERNE
SIX CYLINDER MOTOR FIRE TRUCKS

Model No. 5. CHEMICAL AND HOSE COMBINATION
Model No. 6. TRIPLE COMBINATION 350-500 Gal. Pump
MAXIMUM VALUE MINIMUM PRICE



Model No. 6

A high grade and thoroughly practical TRIPLE COMBINATION suitable for large cities as well as for small towns.

It will travel over any roads, and will carry 1000 feet of hose and 12 men in addition to the regular equipment.

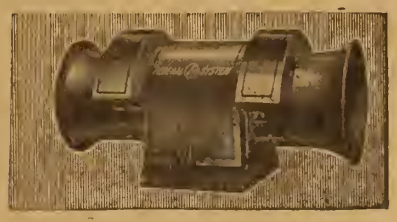
The pump will draft water from a reservoir or take it from a hydrant and will deliver 350 gallons per minute, at high pressure.

Manufactured by the

LUVERNE AUTOMOBILE CO.
LUVERNE, MINNESOTA
SOUTHERN FIRE APPARATUS CO., DALLAS, TEX.
Distributors for Southwest

Federal Electric Fire Siren

Its weird penetrating screech everyone hears, no one mistakes. Sounds at a touch of a switch located anywhere. Write for Bulletin.



Federal Electric Company, representing
FEDERAL SIGN SYSTEM [Electric]
8700 South State Street, Chicago

Blue Point, L. I. — Propositions to spend $14,600 for a new firehouse and site were carried by the taxpayers and it is expected that the purchase of the land and erection of the building will be pushed rapidly.

"ANDERSON" Couplings are Best They are quick acting, can be coupled or uncoupled in one second without requiring wrench key or spanner. Will not leak under any pressure and will not freeze in the coldest weather.
They Save Time When Time Counts
G. A. ANDERSON MFG. CO.
Bush and Russell Sts. Baltimore, Md

Dover, Del. — Expects to erect a fire house costing $10,000.

Caps of any style for chiefs, officers and men of fire departments. Write for prices.

B. SCHLESINGER & SON, 45 East 8th St., New York City

FOUR ESSENTIALS IN FIRE FIGHTING

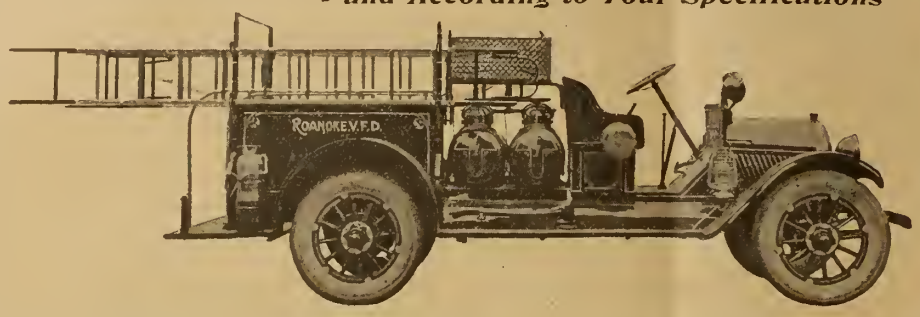
COMPLETE MOTORIZATION

THE TWO-PLATOON SYSTEM - STANDARDIZATION

AND THE

Obenchain-Boyer Combination Chemical and Pumper

O. & B. Equipment Built on Any Chasses You Like = = and According to Your Specifications



THE OBENCHAIN-BOYER CO., Logansport, Indiana

O. & B. - *"The Apparatus that Satisfies Chiefs and Firemen"* - O. & B.

IF YOU'RE LOOKING FOR QUANTITY YOU DON'T WANT / QUALITY YOU DO WANT CHIEF

A TOOL MADE FROM HIGH GRADE ELECTRIC STEEL

CHIEF HOSE CLAMP

Saves time and worry. Avoids accidents. Can be carried in belt as easily as an axe. Never fails to work.

AGENTS WANTED

THIRTY DAYS FREE TRIAL AT OUR EXPENSE

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Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.

SAMUEL EASTMAN CO., Concord, N. H.

Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

THE BROWDER LIFE SAVING NET

CHIEF ASTLEY SAID: "We are glad to recommend the use of the Browder Life Saving Net wherever such an appliance is needed. Over 29 persons were rescued in this city during 1910 by leaping into Browder Nets."

W. C. ASTLEY, Chief, Fire Dept., Newark, N. J.

March, 1910.

No fire equipment is complete without a Browder.

THE CORY-PATTERSON CO., 202 Jeff St., Greenfield, Ohio

Cumberland, Md. — It is planned to purchase a chemical and hose truck.

Reading, Pa. — It is said that $50,000 will be expended on new apparatus.

Monongahela, Pa. — Firemen have $12,000 for a new truck and other equipment.

Tilton, N. H. — The town intends to buy a motor fire truck.

FIREMEN'S CAPS

UNION MADE

P. GOLDMANN, Inc.

Introducers of Non-Breakable Visor

Southern Office: 521 Godchaux Bldg New Orleans, La.

60 UNIVERSITY PLACE Phone, Stuyvesant 5093 NEW YORK

SPEED WITH SAFETY is possible if your apparatus is equipped with

Dayton Airless Tires

Write for interesting booklet which tells of all types of fire apparatus tires.

Dayton Rubber Mfg. Co. DAYTON, O., U. S. A.

Minneapolis policemen and firemen will get a $20 a month flat increase and no more, the finance committee of the city council decided. despite the fact that approximately $60,000 additional money was made available for salary increases by an unexpected increase in the assessed valuation. Large salary increases for department heads was seen in the action of the committee in apportioning $18,000 in small units among the departments.

Zest was added to the demonstrations and contests in connection with the state fire college, being held in St. Paul, when George H. Nettleton, state fire marshal, announced that the man who showed the highest average during the week is to be rewarded with a position as assistant state fire marshal. The winner is to be determined following the completion of instructions. C. W. Ringer, chief of the Minneapolis fire department, is to be a judge of the week's work, as will Chief Niles, St. Paul; Chief Randall, Duluth; two newspaper men and a business man from St. Paul to be selected. The judges will pass on queustionnaires submitted to the contestants. Work included the use of pompier ladders, fire guns and life lines, demonstrated outside the St. Paul armory. The men also practiced carrying injured from one building to another, on lines strung several stories above the ground. First aid treatment of injured persons was also to be a subject of the course. The latter includes treatment of dislocations, sprains and bruises and the improvising of splints for use in emergencies. One feature of instruction was the carrying of hose lines to the top of a five-story building without the aid of ladders or ropes. The men stand on windowsills, passing the hose by means of ceiling hooks from one floor to another. It is expected that last year's time for this event—one and one-half minutes—will be bested in view of further practice held during the year.

Western States

Plans for a bungalow fire station to be erected in South Tacoma were rejected by Commissioner Fred Shoemaker and the city engineer was instructed to draw designs for a station built on the general style of architecture used in the buildings about the new location just off Union avenue. The new station will be erected at the cost of $10,000. "Since the station is not in a residence district, a bungalow station, however pretty, would be out of place," Mr. Shoemaker declared in turning down the plans. "The new station should be in harmony with other buildings in the business district about it."

The Bremerton, Wash., Searchlight says: "Charleston turned out en masse last night to show appreciation for the efforts made to organize a volunteer fire department. From an attendance estimated at slightly over 500 the new fire fighting organization gained $200, and a record good time as the result of a smoker and entertainment benefit in the Community House."

To Mayor Baker of Portland, Oregon is now submitted the problem of the use of a loud siren whistle for calling reserve firemen. The problem has arisen in the form of complaints about the siren awakening people. The whistle is used only for second and third alarms when a big fire is in progress and when the off shift of the fire stations may be needed. The whistle is a summons to all off-shift men to report for duty. It is so blown that it carries a code indicating the location of the fire. Mayor Baker says he fears its use will have to continue.

B. F. Dowell, ex-chief of the Portland

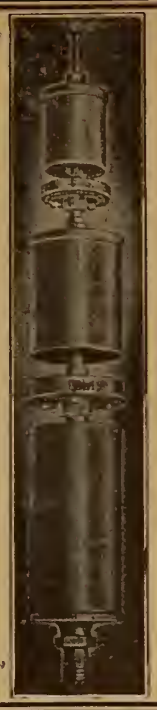
fire bureau, is the latest prospective candidate for city commissioner at the coming city election. Rumor has it that Mr. Dowell, who retired on a pension recently, will enter the race for one of the two positions to be filled.

The Dallas, Oregon, Itemizer says: "Insistence that the members of the city fire department get out and drill at least once a month, as the city charter provides, was the sentiment dominant at the meeting of the city council. Complaint was made that some members of the department who draw pay every month, seldom, if ever, attended fires, and that the real work at conflagrations was performed by a few 'stand-by' members and citizens who were not members. Mayor Grant and the fire and water committee were instructed to take this matter up with the fire chief and see if the situation could not be remedied."

In a dispatch from Ogden, Sept. 1, the Salt Lake News said: "A new system has been inaugurated at the city fire department under which increased efficiency of the members of the department is expected. The new system went into effect today under orders from Commissioner of Public Safety J. R. Ward. Night and day shifts have been installed, the commissioners announce. The day men will go on duty at 8 a. m. and will be relieved at 6 p. m. by the night shift, which will remain on duty until 8 o'clock the next morning. The shifts will be changed every 15 days. Under the old system the men were compelled to remain at the station 24 hours each day with every fourth day off."

The united efforts of a squad of patrolmen and the crew of Hook and Ladder Truck No. 2 of the Denver fire department were neecssary for more than an hour to remove Robert Burns, 35 years old, an insane patient at the county hospital, from a tree at 345 Acoma street, which he had climbed after effecting his escape from the institution. Burns was discovered by residents in the neighborhood, who tried for some time to get him to climb down from his precarious position. A squad of policemen, under the direction of Sergt. Geo. Sellers, was called and later the truck from the fire department was brought into use. A net was stretched under the tree and Burns was induced to jump. He was uninjured.

The question of "home rule" is again in the limelight as a result of a dispute between factory inspectors employed in the office of State Labor Commissioner William L. Morrissey and officials at the Denver city hall. According to city and state officials, the question at issue is whether the state factory laws or the city building laws apply in Denver. While it is admitted by city officials that various state factory laws are effective in the city, there are certain provisions which, it is claimed, are not applicable to Denver. The particular problem now being threshed out is one involving the matter of fire escapes on a fireproof building which recently was erected in Denver. The plans for the building received the approval of Chief Building Inspector Frank M. Ladd and Fire Chief John F. Healy. However, the state factory inspectors declare that the structure is not provided with sufficient fire escapes in accordance with the state law. The city officials contend that the structure is of fireproof construction and has sufficient fire escapes. Deputy City Attorney Milnor E. Gleaves and Deputy Attorney General W. L. Hogg are trying to settle the argument. Should they be unable to get together, the matter most likely will be taken to the courts for a decision.



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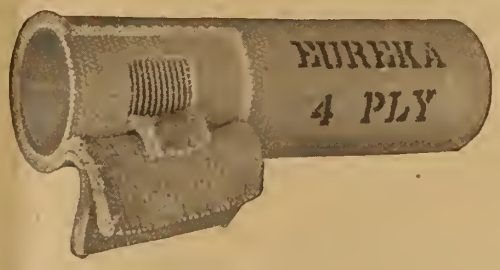

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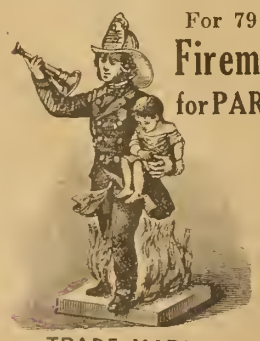
Dayton, Ohio, U. S. A.

East Hampton, N. Y.—Special election to vote on $12,500 for a fire truck.

Strafford, Pa. — It is proposed to organize a fire department.



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(Officially Reported to the Toronto Convention)

General Practice

It is absolutely essential in carrying on the work of overhauling at a fire to exercise common sense, care and caution in searching for the hidden spark or flame in the fire affected area, and for some distance beyond that point, both in the contents and structural parts of the building, with the object in view of leaving the premises and material kept therein in such condition that there will not be any danger of a rekindle of the fire after the operating force leaves the scene.

Before beginning to handle any of the contents, assurance must be had by a careful examination, that the fire is not stealing away from us, through a partition, ceiling, pipe recess under flooring, or other voids in the structure, and take such action as may be necessary to extinguish it.

Then begin the work of examining the stock or contents, separating the damaged from the undamaged parts, taking care that the latter are so placed that they will not be injured later by any act of the operating force.

As a general custom, the work of overhauling is presumed to be solely the work of a truck company, but this idea is not in line with good judgment, as the members of engine companies should also engage in the work, so that the operation can be concluded in the shortest period of time, and will permit of the return of companies to uncovered localities, which is extremely important.

In factory or commercial buildings, where large stocks are to be handled, it is well to divide the operating force into groups at this or that point on the floor, as conditions will permit. Clear a space or spaces on floor where damaged material may be deposited. Procure buckets, ash can or some other receptacle which will retain water without leakage; fill receptacle or receptacles with water obtained from the hose line and utilize for immersing articles which contain fire.

In many instances, at fires in commercial or factory buildings, large or valuable stocks, in packages, parcels, boxes or rolls, are kept on counters, tables, or in compartments on shelves, and their removal for examination in the course of the operation is absolutely necessary.

The proper method to pursue is to clear off one of the compartments, counters or tables of its stock, throwing the damaged into the cleared space on the floor, and transfer all stock thereafter examined which is found undamaged to the counter, table or compartment that has been cleared, and a property saving operation can only be carried on by the use of this method.

The material that has been immersed will carry considerable water with it, and where it is expected that it will leak through the floor and cause further damage on floor below, a cover or covers should be obtained from the fire patrol and so arranged on the floor that it will pocket the water shed by the material thrown therein.

In handling stocks, good judgment should be exercised, it being understood that all articles containing fire should be immersed in the water, but the mere presence of heat in an article should not be taken as an indication of fire. A careful examination is necessary; the article has a value, and why damage it? Paper containers, packages and rolls of valuable material are at times opened unnecessarily and contents removed, which would not occur even if ordinary common sense had been used by the person making the examination. Losses can be reduced to a considerable extent by leaving packages and contents in their original condition, where it is possible to do so.

In any premises where nitro-cellulose enters into the unfinished or finished article, great care should be exercised in the overhauling, as fire may be concealed in the containers, and this especially applies to moving picture films. All nitro-cellulose materials should be immersed in water.

In any premises where raw cotton is kept or stored in bales, bundles or piles, or is included as a part of a manufactured article, the exercise of extreme caution is necessary in the handling thereof, to discover the hidden spark, and it is on the judgment and experience of the officer to decide whether such material should be removed from the building or not. Special care should be exercised in handling cotton.

Such other vegetable fibre as excelsior, rags, paper, jute, hemp, flax, hay, straw or other finely divided combustible material, whether in bales, piles or bundles, or used for wrapping or packing purposes, or when included as a part of a manufactured article, present a serious hazard, even though slightly affected by fire, and extreme caution should also be exercised.

It would be a wise thing to remove any of the articles specified from the building entirely, where such material was seriously affected by the fire, and such bales or bundles could be opened in the street.

In opening bales of cotton, hay, straw, etc., the end binders should be opened first, where there are more than two, and afterwards the center binders may be opened. This opening up permits of better results being obtained from the water used in wetting down the loose material than could be obtained in its rightly packed form.

The statement has been made recommending the removal of any finely divided vegetable fibre from a fire building, when the hazard it creates is serious enough to warrant it, but in the case of other stocks, unless such a hazard exists, or where lack of space would interfere with the operation of overhauling and make it necessary to remove a small part of the stock to get working space, no material of any kind should be removed from the structure under any circumstances, and this practice should be discouraged by all chief officers on every occasion that it presents itself.

In many instances, certain parts of an operation might cause damage to valuable stock, equipment or fixtures, immediately adjacent, which could be removed to safety with little delay and effort by the members of the department, or insurance patrol, and it would be wise to so act on all occasions.

If good judgment is used in the handling of all fire-affected contents, or stock, enormous sums in money value will be saved.

Nationalizing Fire Service

There is a tendency in Canada and the U. S. to nationalize the fire service. Ohio and other states have passed laws taking control of the local fire departments out of the control of the municipalities, and vesting it in the States concerned to the extent of forbidding excessive hours of duty. A recommendation is before the Canadian Federal Government "that all disputes affecting firemen and policemen be brought under the jurisdiction of the Federal law." —Fire, London, Eng.

Louisville, Ky. — Two pumpers are to be purchased immediately.

Easton, Md. — The $12,000 for fire truck are now available.

Fallston Pa. — A fire truck may be bought.

FIRE SERVICE

"DOING A NOBLE WORK"

Thanks to Fire Service as 388th City Adopts the Two-Platoon System

All over the country, in fact all over the world, firemen are now being rescued from the living tombs in which they have been immured by the Continuous Service system, for the two-platoon system that brings them out into the light of day, continues to spread everywhere.

Instead of being prisoners in lightless dungeons cut off from the world where not only their health was injured but their minds were partly atrophied, they are now beginning to live like other human beings with their families.

They see their wives and children at regular intervals, they are beginning to know what systematic family life is, and their families are feeling the immense benefit of this reform that puts them on a par with other families, where the husband and father is a regular part of the establishment and appears like other normal men.

The 388th city to adopt the modern system for its fire department is Santa Barbara, Calif., with a population of 21,000.

Just how the reform is regarded by the firemen of Santa Barbara is shown in the following letter in which they express their high appreciation of the work of Fire Service in bringing about this great change in their lives:

Fire Department
Santa Barbara, Calif., Sept. 13, 1920.
Fire Service,
New York.

Dear Sirs — We have the pleasure of telling you to add another city to your two-platoon list.

After a hard and long fight we are now enjoying the pleasure and freedom of the two-platoon system. We have been working the old drag of a 24-hour day so long that no one can realize the pleasure and comfort in the freedom of the two-platoon system like us boys.

We are realizing the comfort of home and of our families. We are enjoying the privilege of recreation as other citizens do. And why not? Are we not entitled to the same privilege?

I want to thank you and your magazine for the good work that you are doing for the betterment of mankind, for you are accomplishing more for the coming generation than many realize.

You are putting the heads of the house with their families to watch over them and bring them up as they should be brought up. You are bringing peace, and comfort, and harmony between man and wife, which means very much to the coming generation.

In all you are doing a very good and noble work.

Our City Manager granted us the two-platoon to take effect September 1, when it was installed.

The population of our city is 21,000.

A. O. Case, Eng. S. B. F. D.

"ROSY" PROSPECTS

Firemen Who Will Get the Two-Platoons at the Coming Election

Everything looks very rosy for the Swampscott firemen for the two-platoon to be endorsed by the voters when the state election takes place Nov. 2, and the firemen of that town are working to make sure that it is a success.

The move has the endorsement of all the firemen and officers from Chief James Warnock to the sub-members of the call force. When men go for a thing, especially in a town like Swampscott, where they are very liberal to the firemen, there is little doubt that after the election the firemen will have what is given in a large number of places in cities that are large and in towns that are small.

To prove this it may be said that Cleveland, Toledo, O., and Hibbings, Minn., are places where the three-platoon system has been adopted.

In Massachusetts there are thirty-five places where two-platoon conditions are maintained.

Ohio has 19 places, Canada, 21 places; Pennsylvania 20; New York 16, Oklahoma 15, New Jersey 14, Iowa 10, Montana 4, California 10, Connecticut, Illinois and Michigan 8 each, Washington 7, Texas 7, Indiana and Minnesota 6, South Carolina and Missouri 5, and Tennessee and Kansas 4 each.

With so many votes as the women will be able to cast, it is only reasonable to suppose that the two-platoon system will be further advanced.—Lynn, Mass., News.

TOO MUCH ADVICE

Government's Interference in Fire Prevention is Resented

Even at the risk of being suspected as a bit dippy because of our frequent protest against the ever increasing prerogatives of the federal government, we find nothing to commend to our consideration the proclamation issued by the president calling upon the governors of the forty-eight states of the union to set apart a certain day in October to be known as Fire Prevention Day. The purpose of the day is to teach the people the wisdom of being constantly on the outlook against fire.

Frankly, and in spite of the excellent motive which governs the president in having thus called the attention of the governors to the subject in hand, we resent this sort of paternalism, so suggestive of the beautiful woman with a red rose in her hair who, in the books for children, is forever swooping down on them to their good.

The proclamation is not an invasion of state rights; it is an invasion of good taste.

The government of the United States is not carried on with any such superiority that it is warranted in reminding the states of the union of their manifest duty. In a great many respects the management of the states is much better than that of the country.

There is far less waste in human energy and human material; for one thing, a much greater sense of economy and a much more responsive attitude to public opinion. Even in the matter of fire protection the states are better able to look out for themselves than "little father" oversight exercised at Washington.

This sort of unwelcome interference with the domestic life of the states, as if they needed a superior sort of nurse to put them to bed and tuck in the sheets, finds expression also in the movement on foot to have the educational processes of the states determined and enforced from Washington.

It is the sort of idea that has been growing in Washington for many years until at last we are reminded that, in the ordinary precautions of life, it is necessary to take hold of our ears and give them a twitch lest we fall into disgrace.

Another phase of the same tendency found expression when the president considered it his duty to tell states how to act in the matter of the nineteenth amendment.

We have no data on the subject, but we will wager a sufficient number of doughnuts that the fire department of Washington cannot compare with that of New Haven in efficiency. We have no doubt that this is equally true of Oklahoma City.—New Haven Journal.

One of the "Worst" Conventions

For the first time since the Firemen's Standard was established, 40 years ago, it did not this year receive for publication any information concerning the Chiefs' convention from its non-chief secretary, or its president.

It is not surprising that anyone who would exceed his authority and for the first time in the history of the chiefs' association, inject religion into one of the conventions, would endeavor to muzzle fire journals which opposed some of his methods, which many chiefs throughout the country also opposed, and so expressed themselves at the convention.

The association should be pleased to know that its first and last regime of that sort, which produced one of its worst conventions, has passed.—Firemen's Standard.

Pacific Coast Chiefs

B. F. Dowell, former chief of the Portland, Ore., fire department, was elected president of the Pacific Coast Association of Fire Chiefs at the closing business session of its twenty-seventh annual convention at Los Angeles, Sept. 16.

Other officers chosen include: Vice Presidents: Arizona, W. D. Simmons, Phoenix; Idaho, J. C. Boyd, Wallace; New Mexico, Charles Whiteman, Roswell; Nevada, R. B. Hawcroft, Reno; Utah, W. H. Bywater, Salt Lake City; Wyoming, Percy Hoyt, Cheyenne.

Butte was selected as the next convention city by acclamation after Phoenix, Ariz., delegates had withdrawn a nomination of that city.

A QUEER PROCEEDING

City of Butte With Over $230,000 in the Treasury Cannot Pay Firemen in Cash

The demands of the firemen of Butte, Mont., to be paid in cash each month were heard before Judge Joseph R. Jackson in a suit entitled Simon Behan against the city of Butte, the mayor, city treasurer and city clerk. The firemen were represented by Attorneys Walker and Walker and Charles S. Wagner.

At the conclusion of the hearing it was agreed that the city treasurer would submit a detailed statement of the condition of the city's finances, and then each side was allowed time in which to submit briefs, the judge in the meantime holding any decision in abeyance.

The object of the hearing is to have a court order issued requiring the city to pay the firemen's salaries in cash each and every month.

At present the firemen are paid in warrants, but the banks and merchants refused to handle them at the face, and in many cases the firemen, in order to meet their obligations, have to stand a heavy discount. The firemen want face value for their warrants.

The city contends that the money is not available to pay in cash, and that the treasurer in issuing warrants and registering them to bear interest at 6 per cent is only complying with the law, and has no other course to pursue.

It is admitted by the city that there is cash in the treasury, but it is argued that this money is required to meet current expenses, and cannot be used for the payment of warrants except in the order in which they are issued.

City Treasurer Strasburger was on the witness stand, and was questioned in great detail by Attorney Wagner as to the income of the city and the amount of money on hand in the various funds.

City Treasurer Strasburger said that the assessed valuation of the city of Butte was approximately $95,000,000, and the funded and bonded indebtedness $690,000. He said that he was unable to give the exact amount of outstanding warrants, but there were somewhere between $800,000 and $900,000 out.

In the treasury at the present time, the witness said, there was $233,360.33, but of this amount $44,682.89 is held for the payment of warrants which have been called in, and which have not been presented for redemption by the holders.

This money, the witness said, belonged to the holders of the warrants, and was not available for any purpose outside of the payment of the said warrants.

The witness said there was in the general fund at the present time the sum of $54,263.58.

It was from this general fund the firemen's salary is paid. On July 1 there was in the city treasury the sum of $288,437.96 of which $44,682.89 was invested previously. The witness said that the total revenue of the city was $742,942.91, of which approximately $400,000 was placed in the general fund.

In preparing the city payrolls City Clerk Shelby Irvine says he is not only adding the $15 a month increase, which was provided by the recent ordinance, but that he also is adding the amount which includes back pay. The ordinance increasing the salaries of certain city employes was made retroactive to July 1.

CHIEF MURPHY RESIGNS

Head of Philadelphia Fire Department to Retire on Pension

William H. Murphy, chief of the Bureau of Fire, of Philadelphia, Pa., offered his resignation Sept. 18 to Director Cortelyou of the Department of Public Safety. Chief Murphy said that he was leaving the city's employ to take a position as head of the fire protection service of the new plant of the Sears, Roebuck Co., on the Roosevelt boulevard, at a salary in excess of that paid by the city.

Although Chief Murphy was appointed head of the fire department under George W. Porter, former director of public safety, in 1914, and was always supposed to be a strong reform favorite it has been rumored for some time among politicians at City Hall that eventually he would be forced out by the present administration whose disfavor he had incurred.

The rumors that Chief Murphy was to be ousted became more prevalent on Sept. 8 when William T. Barrett, who resigned some time ago to take charge of the private fire company of the Atlantic Refining Co., was reappointed battalion chief and given his old station at Nineteenth and South street.

In view of the fact that Barrett at the time of his resignation was supposed to have been "fired," as it was given out at Director Cortelyou's office that his resignation was asked for, no public announcement was ever made of the battalion chief's reappointment. As a matter of fact Barrett resigned to take the position with the oil work's department on account of the big money inducement and in order to receive the pension which he was entitled to for his twenty years' service with the city, he had to have his resignation asked for by the director.

Since Barrett's resignation certain influences have been at work which are believed to have paved the way for his appointment as successor to Chief Murphy. The latter was scheduled to take over his new duties with the Sears-Roebuck Co. on October 1.

Chief W. H. Murphy, Philadelphia, Pa.

As Chief Murphy has more than twenty-five years of service in the Fire Bureau to his credit, having been appointed February 11, 1895, and is not 50 years old, it is probable that a way will be found to entitle him to his pension money. Under the present law a man must be at least 50 years old, in addition to having passed twenty years' service before he is entitled to a pension. There is but one other way in which he may receive it before arriving at the half century mark and that is to be discharged, as in the case of Joseph Robinson, former superintendent of police.

William T. Barrett, known throughout the city's fire stations as "Big Buck," has been regarded as one of the most scientific fire-fighters in the city. Several years ago when the Philadelphia fire department was called to help fight a fire which threatened to destroy the city of Baltimore, Barrett, then a young hoseman, suggested to Chief Baxter the only way to save the city was to dynamite several of the largest buildings in the city which lay in the wake of the fast spreading flames. His idea for an instant seemed unreasonable, but several minutes later the veteran chief asked for several sticks of dynamite, which were quickly applied to the great buildings.

Millions of dollars' worth of property was blown to pieces, but the strategy of the young Philadelphia fireman saved a great part of the city.

Since that time Barrett has been sent to study the scientific methods employed in fighting different kinds of fires. Although he is only 42 years old he has been in the city service more than twenty years. He was made a battalion chief in 1914.

Both Director Cortelyou and his assistant, Col. Ellis, praised the work of the fire chief since his appointment by former Director Porter in 1914. Chief Murphy has been connected with the department since Feb. 11, 1895. It was said at City Hall that under the existing pension rules he will be entitled to draw a yearly pension of $2,250 after resigning, providing he does not receive any other salary from the city, State or Federal Government.

The choice of an ultimate successor is determined by competitive examination of battalion chiefs held by the Civil Service Commission.

The "Last" Horse Again

They took him out for his final run,
The fire horse passes — his day is done;
A thing of steel with no living charm
Will now respond to the wild alarm.

A fire horse heaven would be too tame
That gave him naught of his well loved game;
Perhaps he yearns for the nether world
Where flames are leaping and smoke clouds whirled.

When there he thunders upon his quest
And comes up galloping, three abreast,
His work shall tell in the old time way
The fire shall die till another day.
— McLandburgh Wilson, in N. Y. Sun.

Increased Immigration Expected

The director of traffic of the Southern Pacific Railroad states that the company is preparing for a very large immigration, has reopened its European offices, and is making special efforts to interest Europeans in American conditions. It is believed that whenever the transportation is adequate there will be marked increase of laborers, and agricultural workers will probably be willing and glad to work for more reasonable hours and rates than now prevail.

WOMAN FIRE CHIEF

Why Mrs. Schoelkopf Starts a Boom for Her Appointment

Friends of Mrs. M. C. Schoelkopf of Person Court, Bismarck, N. D., are quietly starting a boom for her appointment as fire chief in case of a vacancy. This is due to the heroism and technical ability which she displayed in the fire in the Fifth street apartment house recently.

Smoke was discovered during the noon hour seeping through the building. The residents looked in their closets and their kitchens without unearthing any blaze. Finally they discovered the gray clouds shooting out from the janitor's room which was locked.

Three heavy men threw themselves against the door while the women screamed and rushed back to their apartments to rescue what furniture they could. That all the women did — except Mrs. Schoelkopf, the well known Bismarck singer, who watched the men throwing themselves against the door for a few seconds and then calmly recalled scenes she had seen in the "World's Greatest" movie successes and strolled towards the furnace room and found there a pickaxe.

She came back and while the men stepped aside she vigorously chopped a hole in the door and like the oldest inhabitant of a fire station unreeled the hose from the wall and then successfully dampened the greed of the little red tongues of flame so that before the fire department had arrived they had decided that the odds were too great and had thrown up the sponge.

Mrs. Schoelkopf is the daughter of Dr. and Mrs. R. M. Dodds of Mankato, Minn.

CLERKS IN UNIFORM

What a Lawrence, Mass., Paper Says About Two Officers

The clerical work of the fire department is at present being done by two permanent men at the Central fire station.

One of these men is a lieutenant but it is understood that he receives pay equivalent to that of a captain.

It is also understood that neither of the two men engaged in the clerical work of the department answer alarms.

Under such circumstances the fire department pays rather a fancy price for the clerical work. Such an arrangement has all the appearances of unwarranted extravagance.

If these two men answered alarms, and it does not seem unreasonable to expect that they should, it would add two more men to the active fire-fighting force of which they are naturally supposed to be a part.

These same men wear uniforms and badges and to all appearances are firemen, but in reality they are only clerks. They were passed upon by the civil service examiners as men qualified for active fire fighting service and not as clerks.

In the interests of economy and efficient administration it might be suggested that the clerical work be taken care of by the fire alarm operators who have been called upon to do this work in the past. If this course is not deemed expedient or advisable, the officials of the department might be able to arrange matters so that the two men engaged in the clerical force might answer alarms and assist the other uniformed men in the active work of the department.—Lawrence, Mass., Tribune.

CHIEF HITCHCOCK RETIRES

Head of Council Bluffs Department to Go Into Private Business

Frank G. Hitchcock, for thirty-three years a member of the Council Bluffs, Ia., fire department and who since 1914 has been fire chief, has resigned his position as chief. The board of fire and police commissioners accepted Chief Hitchcock's resignation, to take effect October 1.

Friends of Assistant Fire Chief James Cotter figured he would be appointed chief, because of his position as assistant fire chief, experience and length of service.

Chief Hitchcock's reason for resigning, he said in a public statement, is that he wishes to take a position with a private business concern.

"I have been contemplating resigning for several months, and I guess now is as good a time as any. I have two positions with private business concerns, offered me, which I am considering."

Mayor L. Zurmehlen and S. A. Greene, fire and police commissioner, both stated that they regret to see Chief Hitchcock quit the fire department. Through his efforts the Council Bluffs fire department has been brought up to a high state of efficiency, they said. The fire department, consisting of one central and four sub-stations, is fully equipped with the most modern fire fighting apparatuses.

Chief Frank G. Hitchcock, Council Bluffs, Ia.

Chief Hitchcock became a member of the Council Bluffs fire department thirty-three years ago, before which he served for three years in the volunteer fire department. After he had served for three years as a fireman, his efforts began to be rewarded with appointments, until in 1914, he reached the top rung of the ladder, being appointed chief.

He has served longer with the Council Bluffs department than any other member. Following in the professional footsteps of his father, James Hitchcock, son of the chief, is a junior fire captain in the Council Bluffs fire department.

"I regret to leave the department and the boys," said the retiring chief. "Through sunshine and storm I have fought fires with them in the face of danger.

"I have seen the fire department grow from the bucket brigade to the modern motor trucks. But I am growing old and I feel that I have done my bit, so I resigned to take a peek into the business world before it grew too late.

"I have no grievances with anyone, thank goodness, and if my services during these thirty-three years have helped to make the world a better place to live in, I shall feel repaid."

A Chief's Vacation

Chief Engineer Edward E. Chase and his chauffeur, Frederick W. Bacheller, will commence their annual vacation on Thursday, and will go to the Chase farm at Albany, N. H. Mrs. Chase and Mrs. Bacheller will be "among those present" during the vacation period.

Both the chief and his driver, when they go to the Chase farm, are getting close to nature. The scenery from this place is as good as in any place in the White Mountains. Quietude is equalled only in North Saugus. If they care to pitch over a line into the brooks, little fishes with pretty red spots on them are pretty sure to take the hook. — Lynn, Mass., News.

Knocked "Iron Policemen"

The village administration of Nyack, N. J., was busy taking sides recently in the fight between the fire and police departments which originated in the manner in which the Empire Hook and Ladder Co. of Upper Nyack attended fires. On the last three occasions the truck has run down and smashed an iron policeman at street crossings, and the police are tired of replacing them.

Representatives of the policemen charged that the truck was used by firemen for joy riding all over the county, and when there was a fire, was always too late to do any good.

The fire department resented the action of policemen in stopping the truck when it was on the way to a fire, and reprimanded the driver for reckless driving. It was argued that if the police don't want their traffic signs hurt they should take them out of the way when an alarm is sounded.

Firemen said that since everybody in sight seemed to be making charges, they knew policemen did not wear their uniforms after 10 o'clock at night. Both sides grew so acrimoniously personal that the trustees were obliged to adjourn the meeting to allow the disputants to cool off in the open air.

Underwriters Turned Down

The Toronto convention indicated clearly that fire prevention publications cannot force a chiefs' convention to consider underwriters standardization schemes to the exclusion of firemanic affairs, and fire service matters.—Firemen's Standard.

FIRE SERVICE

Issued every Saturday in the Interests of Fire Fighters by

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Empty Brain and Empty Safe

One of the most amazing things disclosed by our great two-platoon crusade that is letting daylight into the fire service of the entire world, is the contemptible intelligence of those who are fighting it, their lack of imagination, their paucity of ingenuity, their bankruptcy in ideas.

Thus Mayor Peters of Boston can get press notices for himself all over the country by taking his lunch to his office in his pocket (a true politician "Get-the-Votes" device) but all he can say against platoons is "It Has Failed Everywhere," an obvious falsehood for it has failed nowhere. Even Mayor Peters ought to know that the weakest thing in the world is a lie.

And all that Chief Kenlon could think up against it (for he has no imagination) was that "The People Are Against It," when, as a matter of fact, the said "People" have been voting it in all over the country by majorities of over 10 to 1.

And now here comes the entire Common Council of Providence, R. I. All that they can say against platoons is "Not at This Time" and "the Empty Safe," both exploded bromides that have been tried and failed in every state of the Union.

When an excuse so weak as this is put forward you may know that platoons for Providence, R. I., are just as sure as that the sun will rise tomorrow. The Common Councillors there are leaning upon a broken reed, they are resting against a shadow for support. They see the handwriting on the wall and are grasping at straws. Here is what a Providence paper of September 1 said:

"The discussion of a two-platoon system for the Providence fire department was again precipitated in the Common Council last evening, when Councilman Frank J. Rivelli introduced an ordinance providing for the establishment of such a system for this city.

"Mr. Rivelli asked that the measure be referred to the ordinance committee, but members of that body opposed the motion on the ground that the committee many months ago received a similar ordinance from Mr. Rivelli, and, after going into the matter, reported that the time was inopportune for such a change.

"They pointed out further that the council had already disposed of all the money in sight for next year through the passage of the appropriation bill, and that it would be a waste of time, under the circumstances, to dally further with the matter. When the motion was put to a vote the measure was indefinitely postponed."

"The People Be Damned"

Two estimable gentlemen are going up and down the country telling us that we are enjoying a government of the people, for the people, and by the people, and each of them says it can only be preserved by electing him to the Presidency.

But as to the nature of the government to which they refer, we are from Missouri and need to be shown. It sometimes looks to us like a government of the politicians, by the politicians, and for the politicians.

Otherwise, can somebody explain to us the extraordinary things that have been going on in Jersey City?

The people there by a vote of more than 10 to 1 in the first week of November last ordered the installation in the local fire department of the two-platoon system, there being over 33,000 votes cast. You would think that would settle it.

But the idea of the Jersey City politicians is "The People be Damned." They care no more for the said people than for the man in the moon. A "verdict of the people" looks to them like a huge joke.

They think that public life is a kind of camouflage, a sort of sly graft manipulated by a secret trades union consisting of themselves, and that if they have any duty at all it is to find out what the people want and then prevent them from getting it. Simply because the people of Jersey City wanted the two-platoon system established in their fire department, was sufficient reason why it should not be done.

The gang running Jersey City — a kind of Soviet of Whispering Willies whose motto is "God and My Right" — had no intention of putting in the platoon system. They wasted time deliberately. A year has almost elapsed. Nothing was done.

Six weeks ago we warned them in these columns to beware, for even a worm will turn. They did nothing.

And now the question has got into the courts. In other words, it is necessary to get an order of court to enforce the will of the people, to compel the politicians to do what their supposed masters, The People, nearly a year ago ordered them to do without loss of time.

Andrew Hart, candidate for the Republican nomination for Congress in the Twelfth District, made an application to Justice Francis J. Swayze of the Supreme Court, in Jersey City, for a mandamus to compel the Jersey City commissioners to show cause why they should not install the two-platoon system in the fire department. The application was opposed by Corporation Counsel John Milton, who said there were no men on the civil service eligible list from which the necessary appointments could be made and the change would add $200,000 of expense to the city.

Justice Swayze denied the application.

This is not the end but the beginning of this affair.

The Jersey City firemen could not have a stronger case. The politicians could not have a weaker one. This is shown by the defence put up.

It is none of the business of the politicians what the new system will cost, as the people, who pay the money out of their own pocket, have ordered it regardless of expense. It is their money and not that of the politicians that is to be spent.

Then the pretense that they cannot get the men is absurd nonsense. What men? Do they not know that dozens of cities in this country have installed the two-platoon system without adding any men to their fire department, and that there is no absolutely necessary added expense about the system?

Fire Service can supply these facts to the Supreme Court. It has printed numerous statements by Fire Chiefs telling how they installed the new system without hiring new men and without adding to the running expense of the fire department. These facts are notorious.

Let the firemen take their case into court again. The politicians have not a leg to stand on. They have no defense. They must in the end install the two-platoon system in the Jersey City fire department and they should be compelled to do so.

Mr. Goodwin Lee

We regret to announce that Mr. Goodwin Lee, Editor of the Fire Engineer, was recently stricken with paralysis of the left side and that for a time his life was despaired of.

Mr. Lee is now slowly recovering. He is at the home of his brother in Philadelphia.

Kenlon's Waterloo

It was demonstrated by the Chiefs' convention at Toronto that no chief who is its president can conduct its affairs as he does those of his department, nor ignore the rights of its directors and expect they will sustain him in what he does. The chiefs' association in the future, as formerly, will have a president and not a dictator at its head.—Firemen's Standard.

Not Yet But Soon

The clanging of the familiar gong, sounding a false alarm, turned in in order to get the faithful horses out of the house of engine company No. 47, was the swan song of the fire horses in New York.

Hoofs of five horses clattered for the last time on the cement floor of a fire house, and the faithful beasts, tugging eagerly in their harness, dragged their equipment out into 113th street and galloped over to Broadway. A new seven-ton combination steam engine and hose truck was shunted into their place. Thus was accomplished the complete motorization of Manhattan's fire-fighting equipment.—Boston Herald.

Providence, R. I. — North Scituate Fire Engine Association will buy better fire equipment.

Poughkeepsie, N. Y. — Taxpayers voted to purchase new combination motor pumper and chemical engine at $6,000.

MOTORIZING PROVIDENCE

Last of Horses to Disappear, Leaving Only Platoons to Be Designated

The fire horse and old steam fire engine are going, almost gone (except in New York), and within a few weeks the entire Providence, R. I., fire department will be motorized.

To the children, nothing but a circus can be compared with a piece of horse-drawn fire apparatus, and children who are now 10 years old will recall, probably when they are parents, the evenings that they strolled to the nearest Providence fire station to see the horses rush out in response to the 8.30 o'clock call.

How those who are natural lovers of the horse, would, when the opportunity, presented itself, pat the sleek necks, sides or flanks of these spirited animals with about the same tenderness that they would a child.

Today the horse is no longer a part of the blood tingling excitement of the fire department (except in New York), for within a very short time the last of the 120 or more horses owned by the city of Providence will be disposed of, as every piece of apparatus is to be motorized, which is now found to be the best and by far the cheapest system.

The evolution of the Providence department under the city government from hand to electric power covers a period of 36 years, the first call department being organized during the administration of Mayor Samuel W. Bridgham, and was composed of 546 men, with 13 hand engines and trucks.

The members of these companies were from among the leading families of the city, and when there was a vacancy the new member was admitted by a vote of the company of which he became a member, and there was a long waiting list at each station. The call men were paid $50 a year, which was added to from time to time, until they were paid $250 a year.

In those days, a half hour was supposed to lapse after an alarm before a stream of water was forced through the hose, while today it is often done in 30 seconds.

The greatest capacity of any of the engines at that time was 800 gallons a minute. Today it is more than 1,000, though some of the engines of the old days were equipped with pumps quite as large as those of today.

The supply of water was from a number of reservoirs, the first one being located near the Old Hoyle Hotel, and was filled from what was known as Long Pond, the water being pumped from one engine to the other. In other parts of the city, these reservoirs were filled in a like manner, except that the water was taken from the river, and it took a relay of eight engines to do this work. The report of one of the officials of the department at the end of the first year, showed that among the articles owned by the city were two trumpets, 20 rubber coats, and some jugs.

This system was in vogue until 1859, when the city purchased its first steam fire engine, or rather two of them, and this was the beginning of the paid department, the first four men to have the honor of membership being Perry L. Hopkins, Nathaniel Totten, Martin V. B. Darling and George Winsor, most of whom were known to the old-time firemen of today.

Later Mr. Totten was placed in charge of the fire alarm system when it was located in the upper part of the City Hall. From this time on, more horse-drawn pieces were added to the department, and with them came more permanent men.

It was not until 1865 that the department added horses, it being the custom to hire horses.

It was on Thanksgiving Day, 1871, that the hydrant service went into commission, there being quite a demonstration to celebrate the event.

Another big event was the installation of the fire alarm system, Dec. 10, 1870, and the first alarm that day was from box 32 for a fire in which was known as the Vaughn Spice Mill on Dorrance street. A fireman named Charles E. Carpenter, prior to this date, had invented an alarm system that worked fairly well. The late Charles G. Cloudman was the first superintendent of alarms, and was said to be one of the most expert in the country.

In 1883 there was a sort of a reorganization of the department, and a deputy chief was added to the roster, this being the first city in the United States to create such an office, and the position was held by but two men, the late George F. Steere and Holden O. Hill.

Another great change came in 1895 when a Fire Commission was created, the late Stillman White, William H. Luther and Dexter Gorton being the first appointees and two years later perhaps the greatest improvement in the service was made, when what is now known as the high water pressure, Commissioner White's pet hobby, was added. About 14 miles of this service is now in commission, covering the business and manufacturing districts.

The first electric operated piece of apparatus in the city was installed by what was known as the Protective department which was stationed on Richmond street, that being in 1910, and one year later one was purchased for the city, and located on Putnam street, where it is still in service, and today Chief Weekes is quite confident that by the latter part of the year the last of the horses will be relegated to the past along with the hand engines, the hose reels and the callmen.

At the present time, less vacancies, the department is made up of 354 men. On the outbreak of the war, many men left to take part in the war, and to accept positions where they received a much larger salary, and but very few likely candidates for firemen have applied for membership, but now that the wage rate has been increased, the officials are of the opinion that it may be but a short time before the department will be brought up to the pre-war standard.

The present officials are: Commissioners —John R. Dennis (chairman), Everett J. Horton and Clarence M. Dunbar; Clerk John W. Morrow, who had held that position from the creation of the commission.

Reuben D. Weekes is the chief, who from boyhood days has been interested in all that relates to first-class fire duty. The battalion chiefs are: William F. Smith, Abner G. Allen and Frank Charlsworth, all of whom have advanced from the rank of private, Mr. Smith starting as a callman.

The captains are: James M. Curtis, John A. Reed, Richard J. Powers, Alexander M. McKay, Joseph F. McDonald, Frank A. Wilkie, Thomas Cotter, Frederick A. Walden, Charles Dyer, Edward Hall, Clarence C. Thomas, James E. O'Neil, Edward S. Godfrey, Peter Greene, George F. Lawder, Frank A. Eldred, John H. Fischer, Harry A. Angell, William Benford, Thomas McCoid, Walter P. Leonard, John Reagan, William J. Manton, John E. Leonard, Ralph A. Wilbur, Gabrel Landrigan, Walter Brown, William E. Sullivan, Edward S. Doherty, Charles Carpenter, John H. Hall and David Bigney. The superintendent of fire alarms is Gilbert S. Inman.

The city owns 32 pieces of fire apparatus, 14 engines, 10 hook and ladder trucks and seven hose wagons, all but five being motor operated, and within a few weeks these will be replaced by new motor pieces of the latest type. One of the old type of steam engines has been equipped with a tractor, that is to be kept in reserve, but all the rest are of varied and up-to-date type, and among the best in the market.

There is one more improvement to be made before the Providence department will be strictly up-to-date, the men say, and that is to adopt the two-platoon system, which is now being used by more than 400 of the leading cities of the country.

There are a great many hunters and fishermen in the Seattle fire department, as would be expected where there are 600 men in an organization and abundant opportunities for such sport. There is much rivalry among them and this summer the two pictured here claim to have brought in the best catches of fish.

The features of this are that these men went out during their daytime hours while they were on night shift, and caught the fish within five miles of the Seattle city limits. They have done it several times and on this occasion had the photo taken as proof.

Joins Stutz Organization

For about sixteen years Thomas R. Johnstone, familiarly known as "T. R.," has been selling fire apparatus. Before that he was Chief of the Crookstor, Minn., fire department. In recent years he was manager of the Chicago office of American-LaFrance Fire Engine Co.

Now he is general sales manager of Stutz Fire Engine Co. It has been demonstrated at conventions that "T. R." has the confidence and support of the chiefs of fire departments.

Stamford, N. Y. — Election for vote on $12,000 for chemical fire engine resulted favorably.

TO MAKE FIREPROOF HOUSES

Construction of Residences Should Borrow Ideas from Steel Skyscrapers

The cost of dwellings can be reduced for the public by more scientific construction and by fire loss elimination, according to Emile G. Perrot, a Philadelphia architect, writing in the current issue of the "Realtors' News."

"Little thought," the article says, "has been given to the fireproofing of dwellings. That lack of protection is due to the inflexibility of our present building laws. These laws were formulated when the present fireproofing materials were unknown."

As proof of his assertions that dwellings today are not the best that builders can erect, Mr. Perrot contrasts them with modern skyscrapers and industrial buildings. He continues:

"One should consider what improvement has been made in the construction of these buildings. Twenty-five years ago they were built with outside walls made solid and varying in thickness from the lower stories to the upper and the windows being relatively small compared with the amount of wall space.

"Today with the advent of structural steel and re-enforced concrete forming piers with the intervening space filled in with windows, or the walls, as in the case of skyscrapers, are constructed of steel columns and girders, fireproofed and encased in brick or stone veneer.

"Little thought, however, has been given to applying such methods of construction to house-building, as heretofore the economy of material, when material and labor were cheaper, did not enter very largely into dwelling house construction. Since then, however, materials and labor have increased in cost and the saving of material not only reduced the cost, but helps the transportation problem as well, as there is that much less material to transport."

The use of fire-resisting material for floors also is advocated and the elimination of as much inflammable material as possible is encouraged.

Continuing his attack upon the antiquated building laws, Perrot says: "I would suggest that Philadelphia instead of having its building regulations made by the State Legislature adopt the plan that is in use where the local authorities make their own building regulations. There also is a board of standards and appeals, which has authority and power to recommend changes in the regulations as new inventions and improvements occur, so that the city's legislative bodies can revise the laws from time to time.

"In Philadelphia the regulation is by the State law applying to cities of the first-class. Any change in the building law for Philadelphia must be made by the Legislature. This is a clumsy and roundabout way of taking care of the situation."

GREATEST PERIL IS ON STREETS

Going to Fires is Worse Than Fighting Them, Says Chief Dahill

Going to fires, not fighting fires, is the greatest menace to the firemen, Chief Dahill of New Bedford, Mass., told the committee on fire department. He said his machine had been hit three times in one month and now is a complete wreck.

The chief appeared before the committee to find out what the chances were of getting a new car. He is now using a machine assigned to one of his assistants while the latter is taking a vacation.

"My machine is all smashed up and I don't know whether it is worth repairing or not," said Chief Dahill. "The frame is cracked."

"Who is it up to, to get a new car?" asked Alderman Carroll, chairman of the committee.

It was suggested that the city might bring suit against the owner of the automobile that hit Chief Dahill's machine. "If the city does not do any better than those who bring suit against the city, it would not be worth while," said Alderman Bartlett.

Chief Dahill said that he was coming down Willis street at about midnight, responding to an alarm, when he was struck by Mr. Hoxie's automobile, which was going north on Pleasant street at the rate of 40 or 50 miles an hour.

"Any man that travels that speed ought to be sued," said Alderman Bartlett.

Chief Dahill stated that Mr. Hoxie said he was insured and that he was going pretty fast but he was expecting the chief's car to come down Pearl street instead of Willis treet.

It was voted to have the chief take up the matter with the city solicitor to see what can be done towards getting a new car for Chief Dahill.

Chief Dahill said that this accident was his third within a month. He had been hit by a big five-ton truck, which came on a side street and struck the chief's car on Purchase street, when he was responding to a fire. He asked the driver of the truck what was the matter with him, and he stated that his brakes were no good. "It is a fifty-fifty proposition with us," he said. "If we hit anybody they cannot recover anything and I had my car repaired then and said nothing more about it."

Alderman Bartlett said he thought more care should be taken by the drivers of heavy motor fire apparatus.

Chief Dahill said that the rules are that the maximum speed for apparatus weighing over 10,000 pounds is 20 miles an hour, and 8 miles an hour to take corners.

He said he had followed the apparatus himself for the purpose of checking up speed, and when the rate exceeded 20 miles an hour he had called down the drivers. "With the number of automobiles now in the streets, it is almost impossible to avoid an accident," he said.

He said that the chemicals, which are on pneumatic tires and not so heavy, are permitted to travel 30 miles an hour at night.

Chief Dahill said that he made every effort to hold the speed down for the greatest danger in the department now is going to fires, not fighting fire.

The Life of Pants

In reply to a Citizen and a Policeman's Wife I would like to know where he buys his clothes. They could be bought in Alaska or Iceland for the price his wife says he must pay for them. His uniform costs no more than a fireman's which is $50 and it will last him much longer than ours as he does not have to walk in water or be showered with chemical which burns up a pair of pants in two minutes.

These pants cost $15 each and if we wear them six weeks we are very lucky. We can't wear anything we want. We must have our uniform on in the morning at 10 o'clock, or as soon as we get our barnwork and housecleaning done. A fireman also has to have warm clothes as it is just as cold in water and ice for the fireman as it is for the copper on his beat. And please tell that the city furnishes a fireman a badge for his hat and that is all.

Very few firemen can afford to smoke cigars and eat in cafes and lunch rooms but all the coppers seem to do it. Please explain this and I will tell you why they should not get more pay than we.—A Fireman with a Wife, in the St. Paul Dispatch.

A Great New Aqueduct

The Winnipeg aqueduct, which consists chiefly of a concrete conduit nearly 100 miles long with a capacity for 100,000,000 imperial gallons daily was, on account of its magnitude, location, and requirements, a necessarily costly construction, the minimum burden of which was very heavy for the new and thinly settled country in which it was built.

It was therefore recognized by the experts who were retained to plan the general system that the greatest simplicity and economy consistent with safety and efficiency were indispensable, and the general plans adopted in 1913 were based on these principles and contemplated a structure reduced almost to its lowest terms.

The construction of the aqueduct almost entirely within the period of the great war subjected it to conditions very different from those anticipated in the original design and involved greatly increased cost of labor and materials, scarcity of numbers and inferiority of quality in workmen, and other disadvantages that would naturally greatly increase the cost and delay the work.

Nevertheless it was found possible to maintain the quality of the work and complete it practically within the required limits of time and expense by extraordinary attention to the simplification and accuracy of the design and by special co-operation of the engineering department with the contractors so as to eliminate unnecessary cost and delay and reduce the expense to an absolute minimum.

The construction features involved thorough co-ordination of the city, the engineer's department, and the various contractors and were handled with great skill by the engineer whose foresight, thorough analysis of the problem and tact enabled him to handle the work throughout in such a way as to conduct it to the best interest of the city and often to the advantage of the contractor without in any way impairing its quality, assuming any of the responsibilities of the contractors or interfering with their freedom. This resulted in a large saving of time and money to all parties concerned and in a remarkable continuity and efficiency of the construction operations.

The aqueduct passes for a large part of its length through swamps and pathless forests.—Public Works.

"Fireproof" Schools

In this city, there not only are good fire drills but we have no hesitation in saying that our school houses are constructed along the lines of maximum of safety, the places of learning are well looked after by having fire alarm facilities ample, and should there be a fire that would call our firemen to the proximity of a school house in the day or night time, they would give their engines a little more gas in their endeavors to get there before anything serious could take place.—Lynn, Mass., News.

SERVICE NEWS FROM EVERYWHERE

New England States

The election commissioners of Boston have received eighty-one petitions for a referendum in Boston at the State election on the question of establishing a two-platoon system in the fire department, according to Chairman M. W. Burlen of the commission.

As a result of many narrow escapes from injury and damage as the result of the high speed of the fire apparatus of Malden, Mass., in answering alarms, a petition is in circulation asking that the speed of the apparatus be limited by order of the city and that the speed be materially reduced when the apparatus passes through the thickly congested traffic areas.

Frank J. Thetreault, deputy chief of the Chicopee, Mass., fire department, was appointed acting chief of the department. He will still hold his former position of deputy chief under civil service, but will receive the same salary as the retiring chief, John E. Pomphret. In making the appointment Mayor John E. Higgins, the appointing power, made this arrangement with advice from civil service authorities. He did so in order that the acting chief may be free to accept or reject his new appointment and retire to his old position if the referendum to appear on the ballot at city election is refused by the voters. This referendum in one question asks if the people of the city desire to place the chief of the fire department and Michael H. Dillon, superintendent of the water department, under civil service without examination. By the vote both men will sink or swim together. If the vote is unfavorable Chief Thetreault would again be at the mercy of incoming administrations who, having appointing power, can oust the chief of the fire department at will. Protected by civil service the new chief can still hold his old position and take a chance at having the referendum receive a favorable vote. He is well liked by the men in the department and the work bids fair to move along in the department without friction. Mr. Thetreault has been in the service of the Chicopee fire department 23 years. He was appointed to the office of deputy chief in 1919 by the former mayor, Daniel J. Coakley.

Charges have been brought against some of the members of the Fall River fire department by delegates to the building trades council. It is claimed that some firemen take the place of mechanics on their days off. A warning has been given and the next time the matter will be brought to the attention of the fire commissioners.

The Prospect street and Lake street fire stations in Gardner, Mass., have been taken over for the distribution of a carload of government canned meats, ordered by the selectmen. Men on the permanent squads at both fire stations have charge of the sales. Fire Chief George S. Hodgman, who has been designated by the selectmen to direct the sale, will appoint a committee of women for Gardner center, where the sale will be conducted in lower town hall. The cost of the carload of meats to the town will be $4,000, and the goods will be disposed of at cost. The shipment includes bacon, roast beef and corn beef.

The Board of Fire Commissioners of Holyoke, Mass., adopted a rule making it prohibitory for firemen to take employment while off duty without permission from the board. The action of the board resulted from public criticism of the action of a number of firemen in taking outside employment during the last summer. A number obtained employment as truckers in local paper mills, while several others again took up their old trades. The question was taken up by the board informally several months ago and those firemen then working on the side quickly terminated their employment and now, insofar as is known, none are working. The purpose of the rule is to prevent a repetition of the practise.

The new rules for the firemen of the Naugatuck department went into effect Sept. 1. The rules were voted upon at a meeting of the board of warden and burgesses in the boro court room. A ruling in the new set of ordinances fixes the rate of speed at not more than 25 miles per hour for apparatus going to a fire. Drivers must slow down to eight miles per hour in turning corners.

The Attleboro, Mass., authorities were notified by the civil service commission to stop further payments of salary to Charles S. Card, a call man in the Attleboro fire department. Mr. Card was appointed provisionally to the place a number of months ago, but failed to make application for a civil service examination within seven days, as provided for in the law. He has, in consequence, no rating in the classified service, and, since Attleboro has accepted the act, the board has authority to demand that payment of salary shall cease.

In an endeavor to clear up any misunderstanding regarding the number of paid men, apparatus, alarm system and operation of the Westville, Conn., fire department, the fire department issues an invitation to all Westville citizens to visit the fire headquarters, corner of Harrison and Fountain streets, and have all these matters explained. Fire alarm books will be on hand for anyone not supplied.

An ordinance regulating the hours of service of officers and members of the fire department of Providence, R. I., was presented by Councilman Frank J. Rivelli to the Common Council. The ordinance provides that no member of the department will be on duty more than 24 hours consecutively except in extreme emergency. The ordinance follows: "Section 1. That the chief officer or marshal of the fire department is hereby authorized and directed to so arrange the working hours of the officers and members of the said department that none of the officers and members of said department under the rank of Battalion Chief, or Chief of the Fire Department, will be on duty more than 24 hours consecutively; Provided, however, such chief officer or marshal or any of his aids acting in his or their official capacity may, in case of serious conflagration, riot, or other great emergency, require such officers or members, or either of them, to be or continue on duty during the period of such emergency. Sec. 2. The provisions of this ordinance shall not repeal, affect or change any rule, order or ordinance now in force relating to the fire department or the officers or members thereof, except as hereinabove specified. Sec. 3. This ordinance shall be in force and effect on and after January 1, 1921."

The matter of shortening the period of service for reserve firemen before they are appointed to the permanent force in Boston is under consideration by the City Government and the Board of Fire Commissioners, with a strong likelihood of a change being made in the system now in vogue. A man appointed to the reserve branch of the fire department today remains a reserve fireman for two years, getting $4 a day for his first year and $4.40 a day during his second year, not getting full pay as a permanent man until he enters upon his third year in the service. It is pointed out that men appointed to the reserve force of the police department are getting the usual probationary period of six months, become members of the permanent reserve force at the end of that time and upon entering the second year as police officers become full-fledged patrolmen with the pay of a patrolman, $5 a day at present. The Fire Commissioners have conferred on the matter of shortening the reserve firemen's term with the Aldermanic committee appointed to investigate the question and have also discussed it at their meetings, and action of a definite nature on the proposition will probably be taken at the next regular meeting of the fire board.

By a vote of the Board of Aldermen of Portland, Me., Mayor Clarke casting the deciding vote, Chief Butler of the fire department was directed to vacate forthwith the Central Fire Station, distributing men and apparatus to other stations with the exception of the officers at headquarters and Chemical Co. No. 1. The passage of the order followed the acceptance of a report of a special committee authorized by an action taken at the August meeting to investigate conditions of the building. The report of the committee was that the western Market street part of the building is in fairly good condition. The remainder, according to the unanimous opinion of the committee, is in an extremely dangerous condition and places the lives of the men in hazard.

The salaries committee of the Providence, R. I., City Council, in its report to the Common Council, includes in its recommendations for salary increases all classes of city employes — police, firemen, school teachers, janitors, clerical assistants in the school department, City Hall employes, laborers on highways and in the parks and bridge departments. The fire department has been treated with increases for the privates from $3.20 to $4.50, $3.65 to $4.75, $4.15 to $5, $4.62 to $5.25 per day, with proportionate increases for the rest of the personnel of the department, making an increased payroll to the extent of about $83,000.

Chief Francis J. Morris of the Lawrence, Mass., fire department, declared at a meeting of the city council, when Mayor William P. White proposed to abolish the call service, that such action, unless the department was motorized, would cause a descent upon the city by insurance underwriters and would send subsequent insurance ratings so high that the taxpayers would suffer greatly as a result. The mayor's proposal came as a result of his program of economy, whereby he refused to allow the four aldermen the appropriations requested.

Uncontrollable because of the wet pavement and slippery car rails, Truck No. 3 from fire headquarters at Bridgeport, Ct., answering an alarm, plunged at high speed into a Cadillac touring car standing at the corner of Main street and Fairfield avenue, driving the pleasure car partly onto the sidewalk and then into a jitney bus standing just ahead. No one was injured although the owner of the touring car, Peter Rappelline, of 147 Beechmont avenue, was seated in the car when the crash came. The crash caused by the impact of the heavy truck combined with the shouts of warn-

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Port Deposit, Md. — New fire apparatus is needed, and a carnival will be held by volunteers.

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THE DENVER SIREN
Try it before you buy it
Catalogue S-11 tells how.
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ing from bystanders and the crashing of broken glass from the jitney and touring car, drew a large crowd which blocked the street for fifteen minutes.

A flat 10 per cent increase in salary was granted to the members of the police force and the firemen of Burlington, Mass., by a vote of the board of aldermen at the regular monthly meeting. This action came as the result of the petitions submitted some time ago by both firemen and police for a raise in salary. The committee on salaries, made up of Aldermen G. D. McBride, E. O. Mitiguy and W. H. Wilson, after consideration of the petition, reported, giving figures from several cities about the size of Burlington. There was considerable discussion of the matter, resulting in the adoption of the increase.

Sept. 1 marked officially the passing out of existence of horse-drawn fire apparatus in Brockton, Mass., when the latest piece of motor-driven apparatus was put into commission at the West Side fire station, replacing the old gasolene engine there. Brockton's department is now fully "motorized" and ranks with that of any other city in the State, according to Chief William F. Daley. Two sleek and powerful horses, formerly used to draw the old gasolene engine, are housed at the West Side fire station, but their occupation is gone. "Nothing to do but draw the exercise wagon up and down the line a few times each day," remarked Fireman Henry Kenney. "It will be like losing old friends to see 'em go. Also it reminds me how things have swung around the circle since I got into this fire-fighting game. When I began — it was more than 35 years ago — we had no horses. Then each station got its regular teams and now they're gone again. Things do change." According to Chief Daley, it is undecided what will actually become of the horses, but it is probable they will be sold. The firemen at the West Side station would like to keep them until the end, but it is a question as to whether or not the horses will be permitted to remain at the station much longer.

Three steam fire engines that have been replaced by modern motor driven apparatus are on sale by the city of Boston at the Dover street repair shop of the fire department, according to an announcement the city purchasing agent, George J. Cronin, made. He said they might be of value to technical schools for use in demonstrations.

Postmaster John J. Fleming of Grafton, Mass., says of the fire which destroyed the two-story house and barn at Springhill farm, owned by Dr. Anna Waite: "This proves my assertions that our fire apparatus is not adequate for Grafton. Our new fire department is a failure. I was one of the first men to get over to the fire and at that time if we had an up-to-date fire truck the greater part of the house might have been saved. Farmers need better protection. The taxpayers in all sections should demand better protection and the time to do that is now, before another big fire occurs."

Middle Atlantic States

Four fire companies of Wilmington, Del., have now signed contracts with the city for service during the year, the Water Witch and Union having joined the Delaware and Brandywine in pledging continuance of their volunteer activities on the terms laid down by City Council. These terms allow each of the companies $8,000, or $500 over the amount granted each last year. Considerable interest was manifest in official circles as to the nature of the "surprise" which it has been intimated some of the companies intended to spring at council session. By some it was doubted if there were any surprise planned; by others it was said the most agreeable surprise would be acceptance by the remaining seven companies of the contracts. In some quarters it was intimated that the companies, or several of them at least, intended submitting offers to sign contracts with the city for service until a paid fire department could be established. It was declared, however, that it will be fully a year before a full paid service can be provided, so that the present yearly contracts will be none too long. In support of this prediction it was pointed out that the Legislature will not convene until January; that it may not act upon a bill giving authority for a bond issue until March or even April, and that it would be July, August or September before the bonds could be floated. Then several months would be needed to select and establish paid department stations, to hire necessary men, organize the service and buy equipment.

Michael Woods, a New York fireman, filed suit in the Supreme Court against James Butler, Inc., to recover $50,000 damages for injuries he suffered on May 3 while responding to an alarm as a member of Hook and Ladder Co. No. 14. Woods alleged that the truck on which he was riding was struck by a motor truck owned by James Butler, Inc. He was thrown from the fire apparatus, suffering a fractured skull and other injuries, which caused his confinement in a hospital for several weeks. Woods said he was about to be promoted to a lieutenancy in the fire department at the time of the accident, which rendered him unfit for further service.

The Trenton, N. J., Sunday Advertiser said: "The White Horse Volunteer Fire Co. will soon hold their annual carnival. Albert E. Tams is the general chairman of the event. He is being assisted by a large committee of fellow firemen. The White Horse Volunteer Fire Co. is entirely self-sustaining, not depending on Hamilton Township for any support. The company during the past four years established a good record. Ready to serve anywhere, at any time of the day or night, the company has established the reputation of being one of the best volunteer fire companies in New Jersey."

The Municipal Club of Brooklyn held its first meeting for the 1920-1921 season on Saturday, Sept. 25. The subject considered was the fire protection of the city water front. This club consists of a hundred prominent citizens of Brooklyn and for more than twenty years has interested itself in municipal problems. Club members and their guests assembled at Pier A, New York City, and witnessed a demonstration of the fire-fighting equipment of a fire boat.

The paid firemen of the Cohoes, N. Y., fire department made public their petition, which is being circulated among the taxpayers asking for co-operation in their endeavors to secure a two-platoon system. The firemen argue that the total additional cost to the city would mean less than one cent additional taxes on each $1,000. The petition among other things says: "This system is being rapidly adopted by the cities of the State, and will be general throughout the country in a short time. It provides for a continuous service with no lessening of the force at meal hours, as prevails under the present system, and will mean the appointment of about twelve men to the fire department. Under the present system in vogue, the members of this department are obliged to work twenty-one hours out of twenty-four, with one

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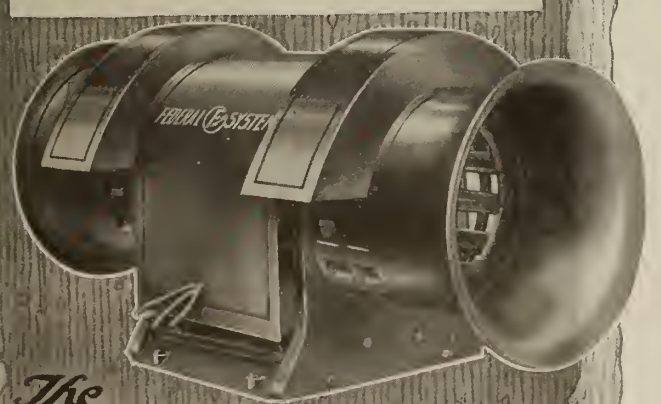

The FEDERAL ELECTRIC SIREN

ON December 7th, about 9 o'clock A. M., the opera house at Dwight, Illinois, suddenly burst into flames. A strong northwest wind kept the weak call of the fire bell from reaching the ears of over half the population. When all the volunteer firemen were finally called and got into action, the fire had gained dangerous headway, threatening the entire block. Fortunately, the firemen were very efficient, and they managed to get the fire out without damaging surrounding property. If the firemen had arrived there at least three minutes quicker, this fire could have been checked at its very start.

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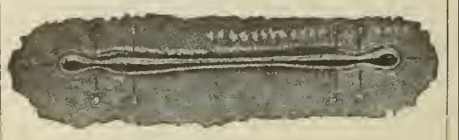

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Altoona, Pa. — All public halls, theaters and places of amusement must be provided with fire alarm telegraph apparatus connected with fire alarm system.

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Capacity: 100 to 600 gals. per minute
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day off in five, and we consider that this system is not in accord with the times, as it is the only department, under municipal control, that is obliged to work under such a schedule. The filtration plant has three shifts of men, and the pumping station also has three shifts of men. The men in the Department of Public Works are compelled to work but eight hours, except in emergency cases, and the members of the Police Department work eight hours and have sixteen hours off."

The Philadelphia Ledger says: "Philadelphians will continue to see horses galloping and drawing heavy apparatus to the scene of conflagrations for at least a year. While the motorization of the local fire department was begun several years ago it has not kept pace with that of other cities. The result is that in this respect Philadelphia is far behind cities of even a smaller size. At present there are 98 horse drawn fire-fighting machines in use in this city out of a total of 204 machines. That number will be reduced by 25 before the first of the new year. Even then there will be 73 horse drawn vehicles left in the department. Director Cortelyou said 25 pieces of motor driven apparatus are to be delivered to the city before Jan. 1, 1921. Contracts for this number of machines were let some time ago and the director said deliveries will commence in October and continue at intervals during the succeeding months. "It is our aim to motorize the entire department as soon as possible," Director Cortelyou said. "The day of horse drawn fire-fighting apparatus has passed and it is our aim to replace such equipment as rapidly as practicable."

Michael A. Byrnes of New York, who retired as a Captain from the New York fire department about ten years ago, died at the Albany City Hospital whither he went to undergo an operation recently, after having been taken ill at the Leland House at Mechanicville, N. Y., where he was accustomed to spend his summers. The first operation was not a success, so there was another, and from the effects of which he never recovered. Capt. Byrnes made a great record in the New York fire department and was the proud possessor of a Bennett medal which was given him for extraordinary feats of bravery upon three separate occasions. One of these occurred at the fire which destroyed the Windsor Hotel in New York City. At that blaze Capt. Byrnes saved two persons at the risk of his life. He was a native of the town of Schaghticoke, N. Y., where he was born sixty-two years ago. When he was a young man he went to New York and had been there for the last forty years, twenty-five of which were passed in the fire department. After his retirement from that organization Capt. Byrnes started a real estate and an insurance business, having an office in the MacAdoo building in New York. At the outbreak of the war he was appointed an inspector in the War Department and this position he held for three years.

A petition requesting adoption of a new salary scale for police and firemen, with a minimum of $1,600 and a maximum of $2,000, an increase of $500 above the present maximum, was presented to the Irvington, N. J., Town Commission.

Middle Western States

The horse is fast disappearing as a member of the Chicago fire department. One of the most famous engine teams in the country left its stalls at Engine Co. No. 33, 2208 Clybourne avenue, Sept. 15. Out on the street facing the station stood Jumbo and Charles, pets of thousands on the northwest side, snorting, while an agent of

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All Wool Cloth
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Serges $7.75 and upward

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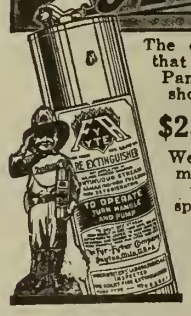

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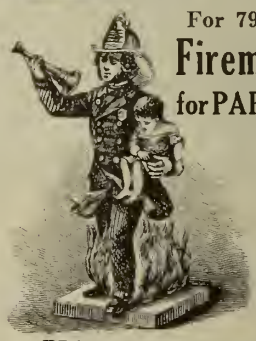

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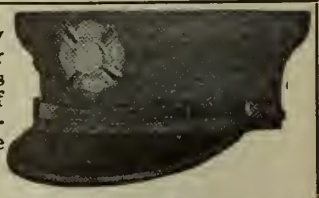

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Not one cent has been spent for repairs on either apparatus or tires, and it still at times, hits up a speed of 60 miles an hour, on the original tires, now more than 8 years old.

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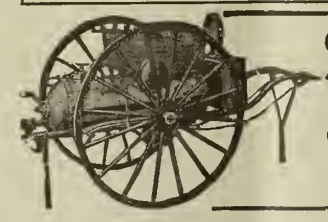

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By Acting Deputy Chief James W. Heffernan, N. Y. F. D. Illustrations by Fredk. Lehman, N. Y. F. D. Engineer. Contains the official New York Fire College questions and answers in the course given to assist Firemen to pass the civil service examination for promotion to Lieutenant (65 ques. and ans.). It also contains the following Supplement to "Fire Dept. Promotion Examination Instruction": N. Y. Fire College Company School Evolutions, revised to Sept. 1, 1919, with all evolutions described and fully illustrated by drawings. Drawings of every tool in use in the New York Fire Dept. Answers to most recent N. Y. City examination questions for Deputy Chief, Battalion Chief and Captain (3 sets for Captain), (with drawings), by Acting Deputy Chief James W. Heffernan, who in examinations for four different ranks always made the highest mental averages. Answers to most recent set of examination questions for Lieutenant, by Deputy Chief George J. Kuss. Most recent examination questions for Asst. Chief, Deputy Chief, Battalion Chief, Captain and Lieutenant in Newark, N. J., Philadelphia, San Francisco, Seattle, Chicago and Milwaukee. About 250 pages, 7 x 10, and about 200,000 words. Contains over 150 illustrations never before published. This book does not duplicate any of the contents of "Fire Dept. Promotion Examination Instruction," but adds everything worth while adding since that book was published in 1916. Paper, $4.00; mail, $4.25.

FIRE SERVICE : : : 225 Fifth Avenue, New York

the fire department directed the men how to operate the new 90-horsepower gasoline driven engine. August Cznerwiski, who has pulled the reins behind that pair of fire demons, extended his outstretched hands, holding lumps of sugar, and muttered words of regret.

The big aerial ladder fire truck and the big pump truck at the central fire station, Rock Island, Ill. were badly damaged in a collision close to 2518 Fifth avenue, where the trucks had been run in response to a fire alarm. The radiator on the aerial truck was smashed and the body on the pump truck was jammed loose from the frame.

Twin City firemen, reluctant to attend the annual state fire college in St. Paul because Leon Wolf, wealthy Cincinnati paint manufacturer, assisted in breaking a strike at Memphis, Tenn., last July, are causing a decided slump in the 1920 attendance, according to George Nettleton, state fire marshal in charge of the school. Answering the criticism, Wolf said his sole purpose was the preservation of life and property. He added that he favored union labor and employed only organized men in his factories, but that he did not believe that a strike should be used as a means of forcing a decision when life and property was placed in jeopardy.

The advance sheets of the South Dakota insurance commissioners report show that for the year 1919 the people of South Dakota paid out, in insurance premiums of all kinds, a total of $13,375,491.93. This covers fire, life, and casualty insurance, including fraternal association premiums. Of this amount only $1,580,658.53 was paid to South Dakota companies, the rest going outside the state. For the year, risks written in all classes of insurance amounted to $425,452,301.52. The total cost of transacting this business amounting to $4,036,519.68. Losses of all character paid amounted to $4,238,714.04. This of course does not mean that all the balance is profit, except in fire losses. In the life companies much of the balance is tied up in reserves to meet term policies when they mature. Fire insurance companies show that they received premiums amounting to $4,657,406.57, and paid out in losses $1,161,1535.73, at an operating cost of $1,664,509.55, leaving them a return of nearly $2,000,000 on this year's business in the state.

Gas masks as an aid to fire fighters, and the use of an acetylene cutting apparatus for piercing heavy steel plate, were two of the demonstrations made at the second annual fire college in St. Paul. The hoisting of hose lines by means of ladders in order to reach fires was another method demonstrated by the fire fighters.

Fire Chief F. L. Rethschlaf of Red Wing, Minn., is to receive a bonus of $150 and August Olson, assistant chief, is to receive $130, by action taken by the fire commissioners. The bonus money, to be paid in four monthly installments, represents back pay based upon salary increases allowed in fire department ranks.

With a crash that awakened the members of the crew and the neighbors, the east wall of the No. 2 engine house on South Fifth street, Quincy, Ill., crumpled up and fell a mass of mortar and disintegrated brick. The loss of its support weakened the east end of the south wall and it was standing several inches out of plumb and appeared as though it, too, might tumble at any moment. For a long time the west wall has been out of plumb and at the beginning of the present fiscal year Chief Marriotte called the attention of the finance committee of the council to the fact

that a fund should be incorporated in the department's budget to pay for a new wall. The building is one of the oldest on the street and is the oldest in the department, and it is understood was erected along about 1866. Up to that time the fire department, composed of volunteer companies, had been managed by a "board of fire engineers" composed of a chief engineer and the foreman of each company. In that year it was made broader and more municipal in its scope and was made up of the mayor, chief engineer, two assistant engineers and two aldermen. It was in that year that the first steam fire engine was received. The volunteer department was succeeded first by a department half-volunteer and half-pay, and finally by a full paid department. The old building has stood for over half a century and is past repairs.

False fire alarms in Minneapolis cost the city $334 apiece, and the careless cigaret smoker who drops the lighted stub into the waste basket or the awning causes the fire department the same expense. Walter Scott, secretary of the fire department, said that under the city's bookkeeping system, a run to a $1,000,000 fire costs just as much as a run to rescue a stray cat from a telephone pole. The reason, he said, is that the department costs the city a stated amount each year; in 1919, this was $900,721.92. In that period the firemen answered 2,697 alarms. But the useless runs cost more than their proportionate share of the annual appropriation for the department, Mr. Scott said. The useless runs waste time and gasoline, and result in wear and tear on the apparatus, to say nothing of the strain on the tempers of the men. Time and again the fire-fighters rush to a false alarm, only to rush back again, many minutes late, to a really serious fire in another section of town. Department figures for the last four years show that of all the alarms turned in and answered, only 13 per cent were box alarms. In other words, only 13 per cent of the calls were of a serious nature, or out of the 2,697 alarms, 2,347 were for small fires, false alarms and freak calls.

R. J. Niles was appointed fire chief and O. J. Dunn assistant fire chief of St. Paul, Minn., by Commissioner A. E. Smith, and the City Council unanimously confirmed the appointments. Chief Niles will replace Chief Henry Devlin, who was appointed six years ago under Henry McColl, and Dunn replaces District Chief Miles McNally. Both appointments became effective August 31. The salary of the fire chief is $4,000 a year, and the assistant $3,000. Chief Niles served as fire chief under the administration of H. P. Keller. Commissioner Matson raised the question of preference to service men when Commissioner Smith asked for confirmation on the appointments from the City Council. Commissioner Smith admitted that several former service men had applied for the job, but that he did not feel that they were as well qualified as the two men whom he had appointed.

Western States

The discovery that the 800 feet of hose carried on the fire truck of Toppenish, Wash., was the only hose to be found anywhere within the city, led Fire Chief John Cole to make an investigation as to the whereabouts of the other 800 feet of hose belonging to the Toppenish fire department. Two hundred feet of the missing article was found in very bad condition at the ball park where it had been used for the purpose of settling the dust at the time of the Legion outdoor smoker. The portion kept on the hand truck on the east side of the track was not to be found anywhere on the occasion of the first visit of inspec-

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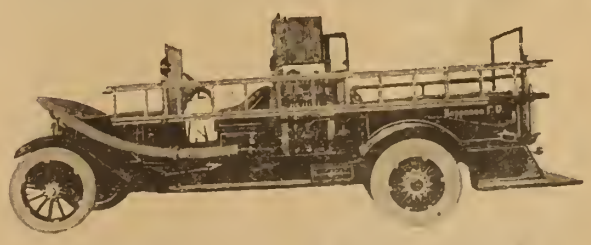

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tion. The next evening, however, it appeared in its usual location. The matter was reported to the city council, when instructions were given by that body that no civic officer other than the fire chief is to loan equipment of the fire department.

Fireman A. B. Nelson of Engine Co. No. 14, Seattle, and V. L. Cameron, a truck driver, were injured slightly in a crash between the fire department hose wagon and an automobile truck at First avenue South and Massachusetts street, Seattle. Nelson was cut about the chin, and was attended by Dr. F. T. Maxson. the department physician. Cameron was taken to the City Hospital, and was able to go home after recovering from the shock. He was thrown violently against the side of his truck. The hose wagon was racing to a fire alarm at Albers Bros. mill, and Cameron, driving a truck for W. F. Jahn & Co., was unable to get out of the way on account of the slippery pavement. His truck was struck in the rear. Both vehicles were considerably damaged.

John S. Federhen, a veteran of the world war and a member of the Cheyenne, Wyo., fire department, was instantly killed, and Thomas Holland, an agent of the federal immigration inspection board, was seriously injured by shots fired by Yee Geow, Chinese, who was on his way to the city jail, escorted by Holland and W. R. Mansfield, federal immigration inspector. Geow, who is a member of a Chinese tong, is alleged to have been smuggled into this country from Canada. When examined by Mansfield, he was unable to show his immigration papers and was immediately placed under arrest. On the way to the jail he was walking beside Holland while Mansfield was following a short distance in the rear. While the trio was passing the Pioneer avenue fire station Geow suddenly drew a revolver and shot Holland twice. One of the shots lodged in the leg while the other entered the upper part of his body. Turning, he started toward Mansfield, who was unarmed. Mansfield ran into the fire station and entered a room where several of the firemen were playing cards. Geow entered the room and shot at Mansfield, who made his escape through another door. The bullet hit Federhen, killing him instantly. The shot struck Federhen in the heart. Several other shots were fired by the Chinese before he was subdued by members of the fire department. One of the shots barely missed Charles Kisselback, another fireman.

"Anything you can spare, boys? It's for a little French mother with two kids. She's a little wonder, but her husband has cleaned out and left her holding an empty dinner pail." The speaker was a big, smiling fireman, and the scene was the fire station at East Sixteenth avenue and Marion street, Denver. The speaker was passing the hat. To the last man they contributed, and then followed their leader to the home of Mrs. Lawrence Lester, across the street, at 1645 Marion street. Here they found the little French mother and her two small children. State Humane Officer Harry Richter, who had come to investigate a report that the woman had been deserted by her husband, was searching the house for food. But it was a vain search. Two firemen, from the nearby station, recognized him as he entered the house and had gone to the house of the woman to see what was the matter. A few minutes later they had appealed to their fellow firemen. Mrs. Lester said she had lived until recently at Vitteaux, France, where she and her husband had saved $2,000. After their arrival in Denver her husband had purchased a restaurant for $1,500 and then sold it for $500. Now all

the money was gone, and the furniture in the house, which was bought on the installment plan, had not been paid for. Her husband had left her a week previously and had not come back. The police investigated a report that the house contained whisky and found several gallons there, but were convinced that the little French woman, who stated that her husband brought the whisky to the house, did not know its presence was against the law. The police have not been able to find Lester.

Battalion Chief Michael Hannan and Operator George Nolan, of San Francisco, miraculously escaped death when their machine struck another car at the corner of Golden Gate avenue and Franklin street and executed a double somersault, landing right side up against the curb. The other machine was driven by W. V. Vannatter. Responsibility for the accident rested with Vannatter, who was arrested for obstructing the passage of fire apparatus.

With no fire chief appointed in Helena, Mont., to succeed Thomas Daly, who was removed by the city council, John D. McLeod, commissioner of public protection, broached to the council a plan for the elimination of the chief, having two captains, one in charge at day and the other at night. The systems employed in other Montana cities are being considered by the council to work out a plan that will be satisfactory.

Only five men, or half of the police force of Billings, Mont., so far have taken advantage of the city council's permission, granted to have a uniform made, costing not to exceed $85, and have the bill charged to the municipal treasury. The five who have already visited the tailor are Police Chief Bert Talgo, Captain William Snyder, Sergt. William Terrell and Patrolmen Hageney and Jacobs. All of them are due to appear resplendent in new uniforms, which will be the first purchased by the city since 1909. The decision to have the city pay for new uniforms for the police department personnel was the result of a recent experience of Mayor W. Lee Mains. The mayor noted that one patrolman looked rather delapidated and suggested a new uniform. "I cannot, Mr. Mayor," the man replied. "I have a wife and two children and simply cannot afford the price." The council answered that plaint by adopting an ordinance providing for the purchase of a new uniform for each man. But it at the same time raised the pay of the city firemen $10 per month per man, and though the mayor stated that the new ordinance does not limit the police to the purchase of but one uniform a year, the members of the police department appear to think the firemen, whose pay formerly was on a parity with that of the police, got a little the best of it. The police, however, are planning to ask for a $10 increase. "We are biding our time till the first of the year," said one official.

Coming Events

Oct. 4 — Automatic Sprinkler Convention. Auditorium, Chicago.

Oct. 4-6 — Kansas State Association of Fire Chiefs. Hutchinson, Kan.

Oct. 4-7 — New York State Permanent Firemen's Association. Albany, N. Y.

Oct. 5-6 — Kansas State Firemen's Association. Hutchinson, Kan.

Oct. 5-7 — The Firemen's Association of the State of Pennsylvania. Allentown, Pa.

Oct. 12-15 — American Society for Municipal Improvements. Planters Hotel, St. Louis, Mo.

Nov. 16-18 — Fire Marshals' Association of North America. Los Angeles, Cal.

Municipal Growing Pains

During the past ten years a well known midwestern city has had a *seventy-nine per cent increase in population. During this time there has been virtually no additions to the fire signaling system.

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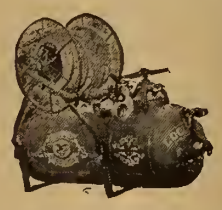

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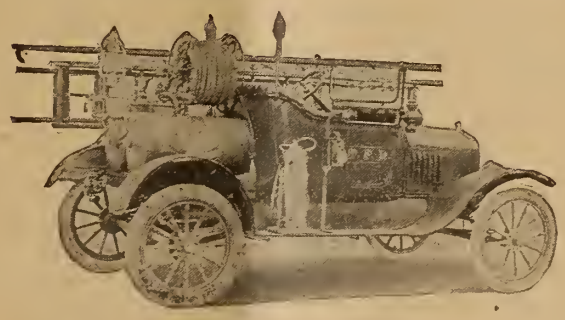

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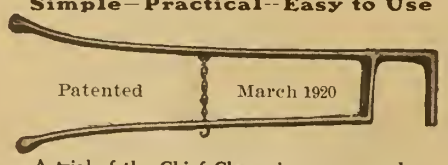

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Northern Fire Apparatus Co., Minneapolis Minn.

ADVANCE OF CIVIL SERVICE

Benefits to Workers Under the Chicago Law

In any discussion of salaries and wages of city employes in the classified civil service — and practically all Chicago employes are in that service except those of the law department, Municipal court and election commission — one must be familiar not only with the benefits of that service but with its history as well.

The city act under which we operate became effective July 1, 1895, nearly twenty-five years ago. It was intended to put an end to the stoppage of public business, the turmoil and inefficiency incident to the spoils system.

The initial mistake in civil service administration, after the law passed, was the adoption by the first commission of the federal plan of grades based entirely upon salary. While an occupant's position once established under the law was protected by the law, promotion meant merely salary increases, which the city council could alone grant and did grant, not as a recognition of work well done, but purely on grounds of personal or political preference.

The field for promotion was the finance committee and the city council and not free, open and competitive tests of merit, efficiency and seniority which the law contemplated. The $90 clerk with ability and no pull remained a $90 clerk and the one with pull, with or without merit, and more frequently without, had only the sky for a limit.

Only in the police and fire service, where lines of authority and consequent promotion were easily defined, was there any attempt at uniformity in salaries.

The evils of this chaotic condition were early realized. The first time I was ever compelled to take an examination to secure salary advancement was during the administration of Mayor Dunne and then the question of eligibility to take the examination was settled by rule of thumb.

Not only was the unfairness of the methods in vogue recognized by commission after commission, but the employes themselves organized to help bring order out of chaos.

The work, now forgotten or unknown, of the Chicago Civil Service League, composed of city civil service employes, helped materially to bring about a system of grades based upon duties and responsibilities, uniform salaries and automatic advancement within grades. It was a slow, painstaking process, but its accomplishment became finally possible through the passage of the city ordinance of June 15, 1912, which is recognized and re-enacted in each appropriation bill.

Few members of the city council, and certainly no member of the classified service, would care to go back to the condition of chaos and demoralization preceding 1908, and the mere mention of conditions prior to 1895 is enough to nullify any idea of a repeal of the law so far as the present army of employes is concerned.

I am not saying that the present system is perfect, but so far as I have ever been able to learn it is the best system of governmental employment in existence in this country. Certain fundamental advantages of the Illinois system must be emphasized.

The foremost is certainty of position. In no other large body of civil service employes is there the assurance that one's position is there the assurance that one's position is safe, practically for life, with fair attention to duty and an honest effort in the city's behalf.

It is not generally understood that in the federal service with its hundreds of thousands of employes none is immune from discharge without trial and virtually without cause. The same is true of practically every other large state and municipal service in this country.

The right of trial upon written charges with a chance to be heard in one's own defense is unique in the Illinois state, county and city laws.

Compulsory demotion is unknown and a salary once raised is seldom reduced, in fact, never has been except in the higher paid executive positions.

Unemployment due to commercial and industrial depression need not be feared by a city employe. General hard times but slightly, if at all, affect the volume of city business or decrease the necessity for municipal activities.

Well defined lines of promotion on merit, instead of the personal or political equation, with uniform salaries for the same or similar duties, make the service far more stable and desirable than private employment. If it is true that opportunities are not so great (which to my mind is open to doubt) there is at least the great advantage of a knowledge, in advance of entering the service, of just what may be accomplished by strict application to the work to which one is best adapted.

The limitations upon the right to take part in promotional examinations are but slight. Usually but one year in the next lower grade is required. A junior clerk with ability and a fair break of luck frequently gains the senior or even a higher grade in a comparatively few years.

I recognize fully that the tendency of the service is to keep too many in the clerical and other services too stationary. This is particularly true in those positions requiring routine work within narrow lines.

The expression, "once a junior clerk always a junior clerk," which was painfully accurate under the old system and too frequently accurate now, may be said to be, under the present system, largely the fault of the individual. The opportunity is open and unrestricted.

To overcome this stagnation in the service and to allow salary advancements without examination, automatic increases from group to group within grades are provided by civil service rules and yearly recognized by the appropriation bill.

That the automatic increase has not entirely solved the problem I am willing to admit. That the problem is impossible of solution along rational lines I will not admit.

The automatic plan applies as well to other services and its value, to my mind, is well demonstrated. The return, even in part, to the old system of the flat rate would, it seems to me, be reactionary and harmful not only to the service but to the individual employe as well.

Whether it is to remain so rests as much with those making up the service as it does with the city council and department heads. There is no member of the city council who will deny a reasonable wage or the most favorable working conditions for city employes within the limit of possibility.

The city council as much represents the city's employes as it does the public at large, and in like manner the city employe owes an obligation to the whole community.

The responsibility for inadequate revenue and crippled finances is common to all. The remedy is not the strike.

Clayton F. Smith,
Alderman 28th Ward, Chicago.

FIRE SERVICE

LETTER FROM CHIEF FREDE

He Tells How St. Bernard, Ohio, Put Its Fire Department on Two-Platoons

The new two-platoon cities come straggling in all the time from all the states and from all over the world — belated cities that are falling into line singly by putting their fire departments on the modern basis and trying to catch up with the procession that has been going on now in steadily increasing size for about two years. They are afraid of being laughed at as antiquities.

Cities that are running their fire departments still on the old-fashioned system of Continuous Service are, of course, away behind the times. In fact, this system in a city injures its reputation and is even said to have a deleterious effect on real estate values because it shows that the municipal government is antiquated and moss-grown and that the fire protection afforded to intending builders of factories is not what it ought to be.

The sure sign of an unprogressive community nowadays is the one in which the old-fashioned system of Continuous Service still obtains in the fire department.

Yet it is a surprising fact that St. Louis, Boston, Baltimore, and many other cities that claim to be on the map of modern progress and to be run by men who know that they are alive, still obstinately cling to this absurd relic of the past for the time being. They are trying to stave off the inevitable day when they will have to get a move on, but that day cannot now be much longer delayed.

The 389th city to put its fire department on the new system is St. Bernard, Ohio. Chief Frede of St. Bernard writes us the following letter:

St. Bernard, Ohio, Sept. 20, 1920.
Fire Service,
New York.

Dear Sirs — I am writing to inform you of the fact that on August 16, 1920, the fire department of this city started on the two-platoon system, working 24 hours on and 24 hours off.

This change was brought about by the new state law making it compulsory to work the two-platoon system in all paid fire departments.

This department had eleven paid men, adding five more men, making sixteen, eight to a shift.

This city is now building a new home for its fire department, which will be one of the latest in fire department stations, everything up to the minute for comfort for the men. Building will have accommodations for 20 men, separate quarters for the Chief. Apparatus will consist of two auto pumpers, one service truck, one chief's car, all stationed in new quarters in center of city.

To this date St. Bernard fire department pays the following salaries:

Chief, $175 per month
Captains, $150 per month.
Engineers, $150 per month.
Firemen, $140 per month.
Firemen, 3 to 6 months, $125 per month.
Firemen, 1 to 3 months, $115 per month.
Population of city, 6,312.

Manufacturing in this city consists mostly of soap and chemicals, several lumber yards, a saw mill, three railroad yards.

Yours truly,
George B. Frede, Fire Chief,
St. Bernard F. D.

OUTSIDE EMPLOYMENT STOPPED

Firemen at Cleveland, Ohio, Forbidden to Work for Private Employers

The practice, which has sprung up sporadically in a few cities where the fire department is under a platoon system, of firemen working on the outside while off duty, has been universally condemned.

The Williams case at Lynn, Mass., was the first instance of it, and a rule was made in the fire department there putting a stop to it.

The Massachusetts firemen in convention assembled passed a resolution condemning the practice.

The Central Labor Union of Fall River also protested against this practice and got it stopped in the local fire department.

Fire Service has printed many articles pointing out that one of the inevitable results of such a practice would be to hinder the further spread of the two-platoon system to other cities, that it was an injustice to firemen elsewhere and to organized labor in the cities in which it occurred.

A similar practice has now been noticed at Cleveland, Ohio, where there is a three-platoon system in operation.

The Cleveland Plain Dealer September 23 said:

Hundreds of members of the Cleveland fire department have been engaged in regular private employment. It is estimated that more than 700 of the 1,065 men on the roll, or two-thirds of the entire force, have been holding two jobs.

This condition was discovered by Chief George A. Wallace when he tried to locate a captain and found the captain and five firemen working in the postoffice. The chief asked them to quit. They did.

When Chief Wallace reported to Safety Director A. B. Sprosty, the director issued an order forbidding members of the department to accept outside employment.

The situation is said to have developed since inauguration of the eight-hour day. Much of the eight hours of duty frequently is spent in waiting for a call and involves little effort on the part of the men. After their turn for the city many of them have put in eight hours in private employ. This was not possible under the old schedule.

Firemen now are paid $2,004 a year. A waiting list of applicants always is ready. In the police department, where the order forbidding outside employment has long been in effect, it has been impossible to get enough men to fill vacancies.

Director Sprosty's new order, rule 33-A of the rules and regulations of the fire department, says:

"Each member of the fire department shall devote his whole time and attention to the business of the department, and he is expressly prohibited from following any other business. Although certain hours are allotted to the respective members for the performance of duty on ordinary occasions, yet at all times they must be prepared to act immediately on notice that their services are required. Members of the department shall always be considered on duty for the purpose of discipline."

In the police department the duty hours were ten until the reduction to the eight-hour day basis a little more than a year ago.

Police Chief Frank W. Smith says that exception is made to the rule in the police department for who get "legitimate police employment" for private firms or individuals during off hours or on furloughs, upon permission from the chief of police or precinct captain.

Not more than 1 per cent of the policemen have outside work, according to Chief Smith, and they are permitted to do such work as guard pay roll messengers and paymasters during pay hours.

Chief Wallace declared that he was "individually opposed" to allowing firemen to work while off duty and always had been opposed to it.

"As a fireman, I am dependent on the taxpayer for my living; I am responsible to the taxpayer for my job and bound to do anything I can to safeguard him from fires," said Chief Wallace. "Further than that, also, I believe I owe the taxpayer a moral obligation.

"That is, if a taxpayer is a newspaper reporter and I, a fireman, take his job, I not only make him lose his income, but I make it difficult for him to continue to pay his share toward my salary as a fireman. I believe that is unfair."

Firemen work three shifts, 8 to 4, 4 to 12 and 12 to 8. With the labor shortage, they were able to find outside work for shifts of eight hours or less."

Convention Fell Down

The Toronto Convention certainly was not what it has often the past year been predicted it would be, especially by fire prevention journals. It was extensively advertised that it would be principally a standardization convention to carry out the underwriters standardization schemes. Twenty-two topics were proposed for its consideration and adoption. Not one of them was adopted. Three only were read. It considered few other matters. — Firemen's Standard.

Standardization Not Popular

That the chiefs of the country are not especially interested in the standardization scheme is clearly indicated by the Toronto convention. If the chiefs are tired of it to start with, as it is evident they are, what condition will they be in when it reaches its end, several years from now, if it does not come to a finish before all its topics are considered and disposed of? That standardization is not an inducement to attract chiefs to conventions must now be apparent to many if not all. — Firemen's Standard.

Hardly

The Toronto convention can hardly be called a success. — Firemen's Standard.

FALL RIVER REORGANIZATION

Joseph Bowers, Jr. Succeeds Chief Davol and Deputy Chief Will Be Selected

Joseph Bowers, Jr., for the past 30 years a member of the fire department of Fall River, Mass., 15 of which he had spent as deputy chief, was elected to the position of chief engineer, to succeed William C. Davol, resigned. In his appointment, Chief Bowers enjoys the distinction of being the first man to come up from the ranks.

The commissioners voted to ask the civil service commissioner for permission to hold an examination, which is to be opened to all captains in the department desirous of taking it, for promotion to deputy chief. This position is now being filled by Capt. Jeremiah F. Sullivan of Headquarters, who has served in this capacity since former Chief Davol was given a leave of absence last June.

"The appointment of Joseph Bowers, Jr. to the rank of Chief Engineer," says the Fall River Herald, "is an act that has the unanimous approval of all persons familiar with fire department procedure. Because of his long experience in the department and his knowledge of the routine of the office he is clearly the only logical man fitted for the position and the fire commissioners are being commended for their excellent choice."

Chief Joseph Bowers, Jr. entered the fire department 30 years ago at the age of 22, and Dec. 1, 1892, was elected to the permanent force, of which he has been a member since. He was first assigned to duty on Hose 2 and then transferred to Hook and Ladder 1 and again back to Hose 2, where he remained until 1901, when he was brought to headquarters, where he served on the switchboard. In the fall of 1903 he was promoted to the rank of captain and served in this capacity until 1905, when he was promoted to deputy chief.

Since 1905, Chief Bowers has served as deputy chief of the department, showing an intimate knowledge of fire fighting and all other duties connected with it. For the past few years he has assumed the greater number of responsibilities of the office.

There are 17 captains in the department eligible to take the examination for promotion, but it is not likely that the full number will take it, probably only four. Capt. Sullivan, who has served in headquarters on the switchboard for a number of years, has filled the position of deputy chief since former Chief Davol entered on his leave of absence and will continue to serve until final selection is made.

"EXPLAINING" PLATOONS

Amusing and Astonishing Claims Made By the New York Fire Department Officials

Now that officials of the New York fire department have failed in their attempt to kill the two-platoon system in the department and its installation is practically completed, they are putting out a curious mixture of "knocks" and explanations.

Of course Chief Kenlon is still fighting this reform after all is over except the shouting, and is expected to appear against it when the mandatory two-platoon bill for the whole state comes up in the Legislature next winter. He is like the residents of Tennessee who are still voting for Andrew Jackson and the people of Arkansas who never heard of the World War and elected Jeff Davis to the Senate under the delusion that he was the late President of the Confederacy.

But even Chief Kenlon has shifted his ground. He now says that two-platoons may be a good thing for Podunk or Kalamazoo but that it is impossible in large cities unless you have two fire departments. The reason, he says, is because the men on the off shift will not respond in case of a general alarm, although the experience of Chicago, Philadelphia, and other large cities where the system has been in operation for years contradicts this assertion.

He points to an oil fire in Greenpoint, but the Brooklyn papers at that time reported that the off shift responded and quoted Fire Commissioner Drennan to the same effect.

This old and curious argument, so much at variance from the experience of all other large cities where the two-platoon system is in operation, is again advanced by Chief Kenlon in the annual report of the New York fire department, for the year 1919, which has now made its appearance. Just as the year 1920 is approaching its end, the report of the New York fire department for 1919 comes out about October, and it is dated "May 15." The oil fire referred to occurred over a year ago, and was long since ancient history.

Moreover, it has been pointed out, that Chief Kenlon does not appear to know that even if a single man of the off shift had not shown up at this fire, the New York fire department would have had to install and permanently maintain the two-platoon system anyway. In other words, if what Chief Kenlon implies was true and the off shift would not respond in such a case (which is very far from being the fact), the force of public opinion is so great that that would have made no difference in the case of New York, where the system was imposed on the fire department not by the city but by the State, and regardless of anything that Chief Kenlon or anybody else had to say.

And here is where the politicians are trying to bamboozle the firemen as usual. The pretence is made that platoons were "given" to the firemen by Mayor Hylan as a great favor, out of charity and pity for them, because "Hizzoner" has a soft heart for firemen and confers these benefits on deserving people so as to help elevate the human race.

The fact of the matter is that after 150 cities had adopted the two-platoon system in answer to the campaign of Fire Service and it was clearly seen that it was sweeping like a whirlwind through the entire world, the New York firemen, despairing of getting any redress for their long-endured wrongs, joined the American Federation of Labor and paraded through the streets of New York demanding common justice.

Even then the New York fire officials and politicians defied the firemen, but the Governor of the State took alarm at the three-platoon bill for this city which had passed the Legislature and he compelled New York to install two-platoons under threat of signing this measure.

Reluctantly, under duress and compulsion, the promise was made to install two-platoons, but secretly a resolution was apparently come to to "kill" it at the first big fire by proving that the off shift would not respond.

The New York fire department hates to think that this system was not only imposed upon it from the outside but was invented on the outside. The preposterous claim that two-platoons was actually invented by the New York fire department, several times hinted at before, is now put forward again, this time by Fire Commissioner Drennan in a speech quoted by The Chief.

Of course our readers know that New York had no more to do with the invention of the two-platoon system than it had with the invention of wireless telegraphy or the aeroplane. The first announcement of the system by the Cleveland Chief and its first trial 11 years ago at Omaha are notorious. New York was the 151st city to agree to install it, ten years after its success had been amply demonstrated.

Now that election day is approaching (the greatest day in the year from a Tammany point of view) the officials of the fire department are expected by "the Hall" to "deliver the goods." That means that all the firemen should be lined up for the political clique to which the Mayor and Fire Commissioner belong and to "come across" with their votes and about 15,000 more votes of their friends so as to "save" New York.

The firemen are expected to do this out of gratitude for the two-platoon system. They are being told that they did not get it themselves but that the Mayor took pity on them and gave it to them out of the goodness of his heart. Fire Commissioner Drennan is quoted as follows in The Chief:

"Commissioner Drennan said it was a great source of personal satisfaction and pride to him to know that the members of the Fire Department generally were pleased with the two-platoon system, which would be completely installed in October in the last three battalions of the department.

"The Commissioner spoke at the invitation of President Joseph Flannery of Engine Co. 44.

" 'It is a proud and a great privilege I have awaiting me to put the finishing touches to the platoon system in the Fire Department," said the Commissioner, warming up to his subject. "It was no easy job, I assure you. There were some prejudices in certain sections against platoons, but the promise was made, and now I say it has been kept by the Mayor of this city.

"This system of fire duty was founded by the members of this Department. It gets efficiency from the men and brings the most comfort to them. It was installed to be successful, and no man or set of men will be permitted to interfere with its successful operation. Platoons only wavered once, and that was on the recall last September for the oil fire in Greenpoint.

"But you know it is a hard thing to accomplish, when you try to get men in all parts of this great city to respond from one end of it to the other. It might be easy in Binghamton or Elmira, where they ring a town bell or siren and where the residents, having no other place to go, consequently go to the fire — there such a recall is successful, but it cannot be relied on in this big city.' "

The residents of Binghamton and Elmira will be pleased to learn from Commissioner Drennan that they have nowhere to go except to a fire.

He clearly implies that every other city is a small country village except New York, which alone is the center of light and leading.

But he fails to explain how it is that the New York fire department trails along at the tail of firemanic progress, dragged forward against its will by the onward march of the rest of the firemanic world and taking dictation as to modern inventions from Podunk and Kalamazoo.

FIREMANIC PROGRESS

Chief Bywater Says Character of Chiefs Should Keep Pace with Advancement in Fire Service

Fire chiefs from all the western states, at Los Angeles for their twenty-seventh annual convention, obtained a new perspective upon the importance and dignity of their positions, when, in responding to the address of welcome by Mayor Snyder, formally opening the convocation, Fire Chief Bywater of Salt Lake City asserted the position of department head is one rapidly ceasing to be a football of municipal politics.

"Instead," declared the speaker, "fire chiefs these days, more and more, are being selected, as they should be, for their ability and integrity, with no thought of what their politics may happen to be."

Chief Bywater continued: "The post is now one of dignity, and the man selected to fill it is required, first of all, to demonstrate his fitness. The fire chief is essentially an engineer, and candidates should be obliged to have a wide and thorough knowledge of hydraulics, building construction and similar allied subjects."

Chief Bywater called the attention of the delegates to the rapid advance made in the art of fighting fires during recent years. He argued from this that a like advance should be noted in the qualifications of men who would aspire to be heads of departments.

The chief called attention in particular to the noticeable progress in gasoline pumping equipment, improved fire alarm systems and the inauguration of the two-platoon system, which he commended highly.

Chief Bywater's address was closely followed and warmly applauded.

INVENTOR OF PLATOONS

Chief James W. Dickinson of Cleveland, Ohio, Who First Proposed This Reform

Writing in The Chief, N. Y., October 2, 1920, Chief Kenlon of New York says:

"Agitation for platoons started 32 years ago in a hall at Seventeenth street and Eighth avenue. I was a fireman then and was present at the meeting."

While he does not, with his usual modesty, actually claim that he invented the two-platoon system, he implies it.

Now that two-platoons has won within two years the greatest victory ever seen in the fire service, revolutionizing it not only in this country but in Canada, in Great Britain, Belgium, Australia, Egypt and India, Chief Kenlon is not the only one who is fain to claim some credit for it.

But the fire service is aware that he has during that time been the most conspicuous if not the most ineffectual opponent of that system, and that even now, when his fight against it has gone down in ignominious defeat, he is opposing it by the childish statement that it calls for two fire forces of full strength.

Nor is there any other truth in the preposterous statement by Chief Kenlon quoted above.

Agitation for platoons did not start 32 years ago in a hall at Seventeenth street and Eighth avenue, New York, where he was present. It started several years before that in the conversation and brain of Chief James W. Dickinson at Cleveland, Ohio, who read a paper on the subject Aug. 15, 1888, at the annual convention of the International Association of Fire Engineers at Minneapolis. He there and then made the first published announcement of this remarkable improvement in fire department organization.

The system was first installed at Omaha, Neb., March 23, 1907, 11 years before it was adopted in New York.

It was 28 years after it was first proposed by Chief Dickinson before it was in operation in as many as 20 cities, and then the United States joined the European war and the movement for its extension and even for its maintenance came to an end, when Fire Service (then Fireman's Herald) took it up in the nick of time when cities like Buffalo had already begun to abandon it under the war pressure. Within two years we had added over 350 cities to the two-platoon list and by publicity and propaganda guaranteed its extension throughout the entire firemanic world. During this time London and New York were forced to adopt it, the latter being the 151st city to agree to install the system.

Chief Dickinson and nobody else, so far as the record shows, is entitled to the full credit of first announcing the two-platoon system. He was its inventor, so far as is now known, and the story of his life shows that it was in line with his other activities, for he invented other things, and was known as a humanitarian and a man of original thought, a profound student of many problems, a suggester of improvements and a close observer of systems in themselves crude and which existed merely because they were established.

The Late Chief J. W. Dickinson, of Cleveland, O., Inventor of Platoons.

He brought intimate knowledge, logical thought and scientific reflection to bear for the first time upon fire department organization. He saw the defects of the existing system of Continuous Service, its waste, its inadequacy, its inefficiency, its lack of order as the natural outgrowth of ignorance and the total absence of any relationship between it and the nature and history of fires.

He saw that the fire service was certain to develop into a regular profession based on enormous municipal investment and scientific organization not only as to its mechanical but as to its manual end. The result was the evolution in his mind of this remarkable device, which has stood every test in practical operation for over 12 years and which no city in the world now proposes to abandon.

Chief Dickinson died February 8, 1902, and Fireman's Herald in the following week said:

"Ex-Chief James W. Dickinson of Cleveland, O., died at his home in that city Feb. 8 of cancer and dropsy after some two years of suffering. Death, which had been expected by all but himself for some weeks, came without suffering, the chief passing into a stupor from which he did not recover.

"Chief Dickinson was born December 25, 1836, and was a machinist by trade and a member of the Cleveland fire department for thirty-eight years. He became a member of the volunteer department in 1855. When the department was changed to a paid force in January, 1863, he continued as a member. In 1864 he entered the Union army with the 150th Ohio Infantry and served until the close of the war, his name and pay continuing on the Cleveland fire department rolls.

"In 1873 he was sent by the City Council to Vienna, Austria, to represent Cleveland in an international display of fire apparatus.

"In February, 1874, shortly after his return to this country, he was made second assistant chief. The year following he was made first assistant chief of the department. On December 22, 1880, he was appointed chief of the department and in this capacity he served with unusual skill and bravery until he was retired one year ago for physical disability.

"The present efficiency of the Cleveland Fire Department is due to the efforts of Chief Dickinson. He always insisted upon Cleveland having the very best apparatus obtainable, using the argument that the greater the general efficiency of the department the less the loss by fires. Today the Cleveland department ranks second to none, and the credit is due to him.

"He is survived by a widow and two sons, James E., 23 years old, and Charles, 19 years old.

"It was Chief Dickinson who organized the Firemen's Relief Association, being its first president. He was also instrumental in establishing the rule that firemen should have every fifth day off, and brought about numerous other reforms for the good of the firemen. He was a Vermonter by birth, having been born in the Green Mountain State. It was in the early fifties that he came to Cleveland.

"He was the first to advocate the double platoon system for firemen."

"It Must Be Different"

Something different from the Toronto Convention can be expected next year. There must be something different or a small convention will be held. Chiefs have confidence in President Healy and Secretary Mulcahey, both of whom are well qualified in every way for their positions, and to make it again what it formerly was, a chiefs association and convention for chiefs. It must be that to exist and flourish. — Firemen's Standard.

"Let us have done with wiggling and wabbling," said Senator Harding. And, as our cheerful client, Silas Bent, observes, thereby alienated all the votes controlled by that powerful organization, the National Association of Dancing Masters. — New York Evening Post.

FIRE SERVICE

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Firemanic Publicity

In contrast with the recent extraordinary administration of the I. A. F. E. which the Fire Chiefs assembled at Toronto indignantly put an end to, is the method pursued in regard to the press by many of the European firemanic bodies.

It will be remembered that Chief Kenlon when running the I. A. F. E. for a year according to his own original methods and which he hoped to make perpetual by a life presidency, aimed to suppress all publicity and ignored the fire papers, while he announced his arrival at Toronto by calling all the newspapers there liars.

At the same time, as he explained to the convention, he had a plan to be his own editor, or rather the employer of editors, by running a publication which was to be paid for apparently out of the insurance money he had taken in. But, of course, all of this crazy program was destroyed when the delegates put an end to his further activities.

The unenviable notoriety which the Toronto convention obtained was partly the result of there being nobody to look after the secretarial and press work owing to the bungling mismanagement of the outgoing administration, although Chiefs McFall and Armstrong did what they could to make up for this deficiency.

They do these things better in England. The following letter signed "An Outside Reporter" appears in the latest issue of Fire, published in London:

"With regard to the recent functions at Bradford and Eastbourne, may I call attention to the contrast between the way the visitors are treated by the two fire associations. This is especially noticeable in regard to the press. At Bradford every attention was given to the press, and in fact all their meetings are the same. But at Eastbourne, and other Union meetings, the press have to look after themselves and get their own particulars and information, as everybody seems 'too busy' to attend to them.

"Would it not be well to appoint a press steward for these functions? Even the London private fire brigades have a press steward at their competitions, and he is able to give his whole attention to the press and give them all the details they require. It certainly does not encourage the press to give good reports under present conditions."

The above letter shows that not only have some of the large bodies of fire department officers regularly appointed press agents to look after their publicity, but that some of the private fire departments in England have similar functionaries.

This is a first step in modern progress along this line and which has not yet been taken anywhere in the United States.

The firemen, the Fire Chiefs and the fire departments of this country are deaf and dumb just so long as they refuse to employ these modern methods of publicity. The fire service can never get anywhere without the assistance and cordial co-operation of the newspapers. With the opposition of the newspapers, such as the policy of Chief Kenlon attained, the fire service would be almost irreparably ruined.

The time is coming in this country when every large fire department will have a regularly paid press agent as one of its most important officers, providing the fire service is to advance to the position attained in this respect by every other large branch of the public service. The United States Treasury alone employs enough press agents to supply the entire fire service of the country, and that is only one branch of the government that is thus kept in close touch with the people and before the public eye.

"Restoring Order"

It seems a strange way to "pacify" a country for the Government officials to set fire to a city and then prevent the fire department from doing its duty by extinguishing the flames. Yet that is what occurred, according to the following Associated Press cable dispatch:

"Dublin, Sept. 29. — The ancient town of Mallow was burned last night, while police reprisals, shooting through shuttered windows, terrorized residents barricaded in the homes left standing. Those who could escape fled the place. Their stories were told here today.

"Early today the fires continued, although fire brigades, permitted to leave their stations after 3 a. m., subdued some of them. Firemen were rushed to Mallow from Cork, but they were not permitted to work before 3 o'clock, under the curfew law prohibiting people from being on the street at night.

"The police came quickly. They found the streets deserted. The ancient shutters could not be battered in with rifle butts and the police turned to other methods. Gasolene and oil were procured in large quantities and thrown against buildings which later were fired. The Town Hall was one of the first to flare. The creamery and mills followed and then the residences were attacked. Buildings along the entire length of the principal street were said to have been destroyed."

The fire departments in Ireland appear to be more or less local municipal institutions, while the so-called "police" are British soldiers in disguise controlled from London.

These proceedings somewhat resemble the conduct of the Germans in Belgium, but we do not recall that the Germans burned more than one Belgian city after taking possession. That was Louvain, while the British in Ireland burned three, Balbriggan, Trim and Mallow, within a few days. Moreover, the Germans had only come into Belgium when they burned Louvain, while the British have been "restoring order" in Ireland in this way for over 700 years.

The Spaniards went on similarly for several years in Cuba until an unexpected event occurred which it might repay the British Government to study attentively at the present time.

Another Fight

The fire service of the United States and Canada is not the only vast field of activity which the Fire Insurance Trust is endeavoring to swallow. We have told how it reached out a slimy tentacle to encircle and absorb the Fire Chiefs Association, how it thought to own and control it by paltry subscriptions to its Treasury, and by "doping" the minds of the Chiefs from the platform.

It now appears that it has tried somewhat similar tactics with the Fire Marshals of this country and Canada, with more apparent success, until an indigestible part thereof revolted and has now disengaged itself from the gigantic maw of the Trust, upon which it is apparently going to declare war.

It seems that there are two kinds of Fire Marshals, those who are Insurance Commissioners of the State, and those who are not, the latter being alleged to be in the control of the Trust. In 1905 they formed the Fire Marshals Association of North America, but it is now said that it is merely our old friend the Trust under another name, boosting the fire insurance business and throwing its weight in favor of the Trust as against the interests of the State or the general community.

From this concern those Fire Marshals who are also Insurance Commissioners have now resigned. They have formed a separate organization, with W. N. Van Camp, Insurance Commissioner of South Dakota, as its President. They declare that they are going to be "free and independent" and are already making sarcastic remarks about the older organization, which they imply is nothing but the Trust under a mask.

Now that the Fire Chiefs have for the present escaped from the wiles and cajoleries of the Trust and are "out on their own" it might not be a bad idea for them to open communication with these independent Fire Marshals so as to join forces against the common enemy. They should welcome every addition to the anti-Trust forces.

$748,000 FOR NEW APPARATUS

New York Needs 43 Pumpers, 22 Hook and Ladder Trucks and 4 Fuel Wagons to Be Motorized

To give the firemen of New York an annual salary of $2,500 and the engineers $2,740, as well as to provide for twenty-five additional combustible inspectors at $1,500 a year and twenty additional fire prevention inspectors, the budget of the Fire Department for 1921 shows an increase of $8,000,000 over this year, of which $4,000,000 is for future improvements.

The budget for 1921 also provides for seven new fire engine houses, to cost $446,000. The prevailing rate of wages paid to trade workers in the repair shops and the increases in salaries under the city's 20 per cent salary increase plan have all helped to push the budget up to a figure never before contemplated.

The increases provide for $748,000 for new apparatus to complete motorization of the department. Mr. Drennan wants to get rid of horses entirely and to do that it will require forty-three new gasoline pumping engines, twelve hook and ladder trucks for suburban service, five trucks with 65-foot ladders and five more with 75-foot ladders as well as four new fuel wagons.

The further extension of the underground alarm system will require $1,080,000 more, $50,000 of which is for dismantling the old fire alarm telegraph bureau in old headquarters in East Sixty-seventh street.

Fire Marshal Brophy wants an Assistant Fire Marshal at $1,830 and the Telegraph Bureau wants another assistant electrical engineer for $3,500. Additional help is required in the repair shops for the new motor apparatus.

"HAMPERED BY BURSTING HOSE"

What Happened at a Long Island Fire Where Three Deaths Occurred

Three persons were burned to death as the result of a fire which destroyed the home of Leo Kaminski at Beech road and Maple street, in the village of Great Neck, L. I., recently. Only one member of the family, a boy of 6 years, escaped unhurt. The dead are: Mrs. Esther Kaminski, 29 years old; Albert Kaminski, 8 years old; Richard Kaminski, 4 years old. The lad who escaped was William Kaminski, 6 years old.

The fire started in the basement of the home from unknown causes, and the flames spread so rapidly that Mrs. Kaminski, who weighed about 250 pounds, was unable to make her escape. Her son, Albert, made his escape from the house but when he discovered that his mother was still in the building he ran back and succeeded in getting upstairs.

Meantime his mother had managed to get to the window and climb out on the roof of the porch. Her husband told her to wait until he secured a ladder, as the flames were leaping from the window out towards the terrified woman. While the husband was gone, the roof of the porch collapsed and Mrs. Kaminski dropped to the furnace below. After the flames had been extinguished, her body was found in the debris, shockingly burned. The body of Albert, who tried to save his mother, was found a few feet from his mother's body. The body of the baby was found several feet from its mother's body.

The 6-year-old son ran out of the house when the flames were discovered and he did not know that his mother was in the burning building.

The North Side Tribune in reporting this event said:

"The entire fire department of Great Neck Village and the Station responded to the alarm. They arrived promptly, and did what they could to save the building.

"They had three streams of water on the flames but the firemen were hampered by bursting hose. The streams were stopped several times and several lengths of hose discarded."

NOBODY WAS "INSULTED"

St. Louis Convention of the I. A. F. F. Did Not Involve International Complications

At the Chicago Convention of the I. A. F. E. two years ago Chief McDonnell of Chicago was so panic stricken at the possible approach of two-platoons that he offered a resolution turning all the fire departments of the United States over to President Wilson, and at the Toronto Convention this year Chief Kenlon of New York was so "insulted" by something that he was unable to specify that he appealed to the American flag for protection against having his "rights trampled upon."

In contrast with this rattled condition of some Fire Chiefs was the recent convention of the International Association of Fire Fighters at St. Louis. Nobody was frightened, nor was anybody "insulted." There were neither fights for the police to settle nor international complications involving the Monroe Doctrine and the League of Nations. The President opened the proceedings with suave amiability and closed them with the grateful thanks of everybody.

The I. A. F. E. is affiliated with the American Federation of Labor, and that fact caused some discussion of the question whether it is proper for firemen to be a part of organized labor.

Some of the cities have withdrawn from the Association because of that affiliation. The convention, however, decided that it was not wise to withdraw, particularly at this time.

Of much interest to the firemen of New York was the attitude of the convention towards the engineers who formed a local of the International body and then gave up their charters and became affiliated with an engineers' branch of the American Federation of Labor. The action caused considerable comment. Leaders of the I. A. F. F. claimed that under the constitution of the A. F. of L. the International Association of Fire Fighters has jurisdiction over all members of the fire forces of this country and Canada. The question was presented to the St. Louis convention, at which Fireman Guinness of New York was chairman of the Committee on Resolutions. A resolution was adopted demanding that the American Federation of Labor give no charter to any organization of fire fighters not affiliated with the I. A. F. F.

A resolution was also adopted urging a 48-hour week for the fire departments of the country. It was presented by a delegate from St. Paul. The firemen believe that at no very distant date the 8-hour day will apply to fire-fighters equally as well as to the trades.

The question of withdrawal from the ranks of organized labor was presented by Omaha. The convention adopted the report of the committee against the proposition.

Utica firemen in a resolution which was adopted paid tribute to Fred Baer, the president of the international organization, who was formerly a lieutenant in the Kansas City fire department.

Under an act of Congress the members of the Washington fire force are prohibited from affiliation with labor. A resolution offered by a delegate from Pittsburgh advocating the repeal of the law was adopted.

Following the example of the other large groups of employes, the convention decided upon a memorial day for the firemen of the country. May 30 of each year was designated as the time when memorial services should be held in behalf of the fire fighters.

Civil service methods came in for considerable discussion. There are as many plans for examinations as there are cities. The firemen believe the system by which men are selected for promotion can be improved. Therefore, a committee is to be appointed by the president to study the various methods of holding promotion tests. The committee will report at the next convention.

The firemen appreciate that without public support there will be no progress. The convention decided to urge all locals to tell the people all about the duties of the firemen, the salaries paid and the hours put in. To that end each local was requested to send to the headquarters of the International at Washington its salary schedule.

"The delegation of the U. F. A. to the convention is 'back on the job'," said The Chief, "after a ten days' leave of absence. The delegation consisted of President Guinness, Vice-President Holtaback, Secretary Rosenberg and Treasurer Nixon. The New York firemen had the time of their lives in the Western cities and stated on their return that the international body would be the bulwark of the firemen of the country in the future years. The U. F. A. delegates asked nothing from their comrades, but pledged the co-operation of the largest organization of firemen to the progressive program laid out for the future."

Boston Platoons

As has been said, the Boston firemen will seek the signatures of 12,000 voters of that city in favor of putting the two-platoon question on the ballots, to present to Secretary of State by Oct. 2. It shows they will have to go some and it is said that if this measure can be got on the ballots there is little doubt but what it will become a law.

The Boston firemen now get one day in three off but they would much rather have two-platoons. Their strongest opponents are the Finance Commission.

When the Boston firemen went out for the two-platoon last year the cry was sent up that the city could not get the men to make the two-platoon a success, but I do not think they would find any difficulty in finding about all of the recruits that would have to be called. — Lynn, Mass., News.

KITCHENS IN ENGINE HOUSES

One Result of the Two-Platoon System in New York

Taking cognizance of the fact that the two-platoon system requires twenty-four hours continuous duty at least once a week, Fire Commissioner Drennan of New York has provided for a kitchen in the plans and specifications for a new fire house to be located at Hollands, Rockaway.

In a letter to Mayor Hylan a few days ago, asking for the issuance of corporate stock in the sum of $95,000 for the construction of the new fire house on the Boulevard west of Academy street, Commissioner Drennan specifies the building to be a three-story affair, fireproof, limestone and brick front and to be 46 feet wide, 100 feet deep tapering to 38 feet width in the rear.

It is to house Engine Companies 266 and 267, Hook and Ladder 121, the Chief of the 47th Battalion and the Rockaway branch of the Fire Alarm Telegraph Bureau.

The second floor will be as usual for the dormitory, officers' quarters, bathroom, etc, while the third floor will be devoted to Chief's quarters, telegraph bureau and the kitchen.

The kitchen is said to be the direct result of the recent edict against lounging and cooking in the cellar of quarters. Before the new fire house can be erected it will be necessary to "clip the wings" of the adjoining police station which now encroaches on the plot assigned to the Fire Department by the Sinking Fund on Aug. 20. This will cost $5,000.

MOTORIZING PHILADELPHIA

Quarter to Half Million Dollars Needed to Oust the Horse

The Philadelphia Ledger says:

The need of modern fire apparatus in the Philadelphia fire department, to supplant the antiquated and virtually useless horse-drawn machines now in use in several of the fire stations, has been forcibly demonstrated by the discoveries of the special fire investigation committee, which has just made its report to Mayor Moore.

The committee, which was appointed in July to investigate the condition and needs of all the city fire stations, has recommended an appropriation of at least $500,000 in addition to the $250,000 as pointed out by Mayor Moore in the new loan bill necessary to equip the department to meet the demands imposed upon it at present.

The new equipment recommended by the special committee, headed by Col. Thomas Biddle Ellis, assistant director of public safety, calls for an almost complete city-wide automobile fire engine company.

According to Director Cortelyou, the city already has 104 auto-driven vehicles. Under the contracts made last year there are twenty-five more motor-driven vehicles to be delivered.

These modern machines will take the place of the score and a half of machines that have been condemned. Should the recommendations of the committee be side-tracked under the present budget system and only the $250,000 asked by Mayor Moore passed by Council, the city will have 160 motor-drawn vehicles.

Such a program, according to Director Cortelyou, will mean that by the end of 1921 the horse-drawn fire engines will be a thing of history.

There are now seventy-five horse-drawn vehicles, most of which are used in the suburban districts. In the Twenty-second ward, which comprises most of Germantown, there is at present not one motor-drawn piece of apparatus. On account of the long run, the horses which draw these machines are all played out after attending to one alarm.

According to the schedule at least two-thirds of the entire fire department will be auto-drawn, making it one of the most modern city fire-fighting organizations in the world.

Another thing recommended by the committee will be the equipment of several of the fire companies with new hose.

CHIEF BY POLITICAL "PULL"

How Civil Service Spirit is Alleged to Be Defeated in Portland, Oregon

The Telegram of Portland, Oregon, Sept. 4 said:

Portland's new fire chief, to be named within a few days, will receive appointment not necessarily because he is the best fireman, but because he is the strongest politician.

This statement is pretty generally conceded at the city hall, where the peculiar civil service procedure under which the chief is to be selected is eyed askance.

The competitive examination in which three candidates, John E. Young, Edward Grenfel and Lee W. Holden, are entered, is not competitive in a true sense of the word.

The men are asked no direct questions as to their knowledge of the fire department's physical plant, of the city and of other factors of the fire-fighting business, such as composed former examinations.

Instead, each was required to name five references, and to write a paper on his qualifications for the job, which simply amounted to an essay on "Why I Should Be Fire Chief." This, with the ordinary physical fitness test, constitutes the entire examination.

When the papers are graded, the civil service board will then make up an "eligible list," which it is safe to say will contain the names of all three of the candidates, and place this list in the hands of the commissioner of public affairs. He will then pick his man, and that man will be the new fire chief.

Naturally each of the candidates has made every effort to place upon his list of five references the men with the most political "pull." When the eligible list is placed in the hands of the commissioner, another session of "wire work" will commence in an attempt to influence the decision.

The municipal civil service board's new system thus removes true competition from the examination, and throws it into the field of open politics.

It is even said among present officials of the fire department that the resignation of the late Chief Dowell was effected because he chose to get out rather than to battle his way through a political scramble that was developing.

The three candidates for appointment, two of them battalion chiefs and a third the fire marshal, are all experienced firemen, but it is a current political opinion that whoever is appointed will not get the office because he bested the other two in a real test of ability.

SERVICE NEWS FROM EVERYWHERE

New England States

A dispatch from Melrose, Mass., to the Boston Record says: "Addition resignations in the fire department, believed to be the result of the trouble within the department occasioned by the fight over the two-platoon bill, were handed Mayor Charles H. Adams when Capt. Frank E. Newman, for 23 years a permanent member of the department, announced that he would turn in his uniform. No reason was given in the letter. The recent resignation of Master Mechanic Charles Blomquist occasioned much surprise and the resignation of Capt. Newman, long in charge of Section 4, may result in a general investigation of department affairs. Capt. Newman is father of former Alderman Merle Newman. Mayor Adams has appointed Capt. George A. Marshall of the Central Fire Station acting chief of the department, owing to the continued illness of Chief Joseph Edwards and the absence from the city for several days of Deputy Chief Charles F. Woodward."

The unloading of the carload of government meat arriving in Gardner, Mass., started Sept. 23 with auto trucks of the highway department distributing the consignment to the three sales centers in South Gardner, Gardner center and West Gardner. The South Gardner sales are handled by the permanent men at the Prospect street fire station and the members of the permanent squad have charge of the sales for West Gardner at the Lake street fire station. Sales for Gardner center in lower town hall are in charge of a committee of women of which Mrs. Ralph N. Wiley is chairman. Fire Chief George S. Hodgman, who has been appointed by the selectmen as director of sales, announced that the sales in all three districts would open promptly at 8 o'clock. Sales will be continued without letup until 6.30 p. m. and with any of the supplies remaining on hand the sale will be continued.

The charges in Fall River brought by the members of the Building Trades Council against certain members of the local fire department that they were taking the places of local merchants on their days off, have been dropped, for the present at least. An investigation was conducted by the council, and the delegates claim that they proved their charges. They do not complain over firemen working on their own property on days off, but they will not stand for them doing work for other parties which rightfully belongs to building trades mechanics. If a repetition occurs, the council intends immediately to take the matter up with the Board of Fire Commissioners and put a stop to the practice.

No inspection of the Police and Fire Departments will be held at Waterbury, Conn., this year. The decision was reached at a meeting of the Board of Public Safety. Mayor Sandland, who presided, and the members of the board stated that while they believed annual inspections were really a wonderful thing, yet they thought the in-

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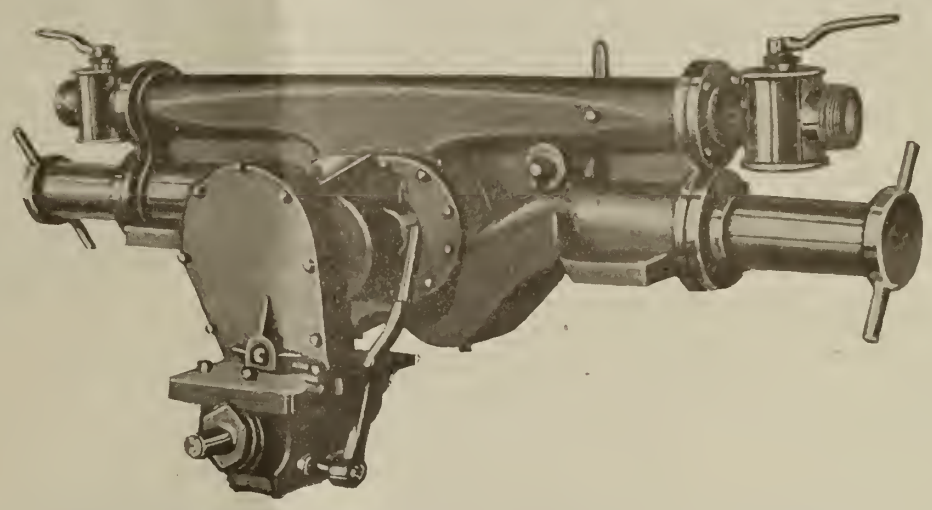

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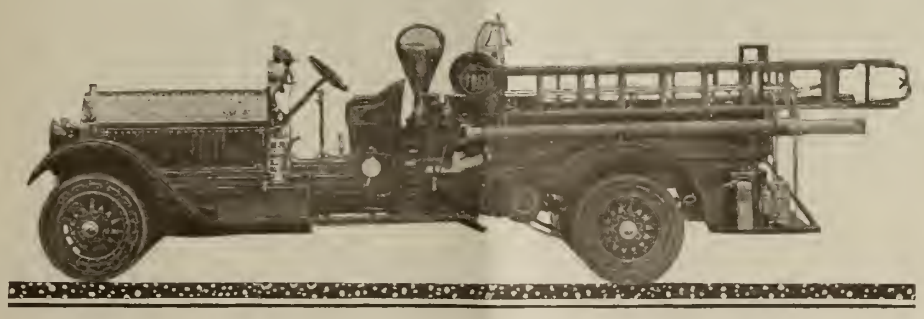

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spection this year should be dispensed with. There were many members of both departments whose uniforms are not of the latest style and if an inspection were ordered, these men would feel in duty bound to buy new clothes. Mayor Sandland explained that this would be working a hardship on many members of the departments, because of the present high price of clothing. He also explained that it was only natural that policemen's uniforms should not be in tip-top shape because of the fact that the members have had so much active police duty this past year. Commissioner Ralph Day thought the men could brush up and doll up in their present uniforms and still present a splendid appearance, but he finally agreed that it would be best to postpone the inspection, as it might entail too much expense. Commissioners King, Castle and Minor were perfectly satisfied to put the inspection over until next year.

The forty-first annual convention of the Massachusetts Firemen's Association opened at Taunton, Sept. 22, the delegates, representing every fire department in the state being called to order by Chief W. E. Cade of Wakefield, president. Mayor Leo H. Coughlin and Chief Fred A. Leonard of the local fire department welcomed the members and President Cade responded. Reference was made during the president's opening address to the recent death of Arthur Burt, for many years secretary of the association and a former resident of Taunton. The balance of the session was devoted to the reports of officers and committees. The delegates were guests at a smoker entertainment and luncheon at Odd Fellows hall, and the women attending the convention were entertained with a reception and luncheon at the Taunton Inn and a theatre party.

The Lynn, Mass., News says: "By the introduction of so many young men into the Lynn fire department by this city having accepted the two-platoon, there is every evidence that next summer there will be several teams out to capture the baseball trophy that will be hung up."

As Paris sets the styles for fashionable women throughout the world, so the Bridgeport, Conn., fire department in its modest way gives fashion tips to the state fire departments. Instance the Norwalk "smoke eaters" who have just donned their new uniforms for the coming year. The conventional blue so long associated with firemen and policemen has been discarded by the Norwalk department and hereafter the paid firemen there will extinguish all conflagrations in "fetching" khaki uniforms patterned after those adopted by the Bridgeport men a year ago.

An order designed to inaugurate an inspection of buildings, aiming to increase fire prevention measures at Providence, R. I., was sent out by the Board of Fire Commissioners. It is the object of the inspection to disclose inadequate fire escapes and fire traps to the advantage of owners and occupants of buildings and the fire department. The plan of the commission is to have on file at fire headquarters data concerning the construction of store, shop and factory buildings, to be of ready access to all persons interested in the matter. The new order directs commanders of fire companies to either make inspections or detail competent men to make inspections of all buildings in their districts except those used wholly as dwellings. The last similar inspection was made in 1911, but the new inspection will call out a variety of additional information.

The Herald of Manchester, Conn., says: "Did it ever occur to those who oppose the consolidation of the fire and school districts of Manchester what would happen if the Ninth district and its contiguous territory should petition the legislature for incorporation as an independent municipality? That would leave Manchester an unimportant and not very wealthy town. The Ninth district has a special charter already, and its transformation from a school district to a town would be a comparatively easy process. Should it withdraw from the old town of Manchester it would take with it most of the town's wealth, its best school and fire department buildings, its leading business establishments and its most valuable real estate. It seems to us that it is to the advantage of the rest of the town to establish the closest possible connections with this thriving community. Then as it grows, the rest of the town will share its progress and prosperity. The taxes of Manchester without the Ninth district would be much heavier than they are now."

For the second time within a year the residents of Naugatuck Gardens, that section of Devon, Conn., north of the New Haven railroad tracks, have appealed to the fire commissioners for better fire protection and a petition bearing the signatures of 60 taxpayers has been presented to the fire board in support of their request. At present there are about 100 homes in this section, which has never had the advantage of water improvements owing to the fact that the Milford Water Co. has not been able to extend its mains to that part of the town. William M. O'Hara, president of the fire board, said: "The fire board stands ready to place hydrants and furnish a jumper of hose for use in emergency as soon as the Milford Water Co. installs its pipes at Naugatuck Gardens."

The net proceeds of the sale of the Westford street firehouse, amounting to $16,503.61, can be used only for the acquiring of land and erection of a new firehouse in the Highlands section of Lowell, Mass., as a result of the adoption of an order by the municipal council providing for the transfer of this amount from the general treasury to a fund for the new house. Since the Westford street house was sold some weeks ago, the members of the council have been at odds as to just where the money should rest until the time came for the erection of a new house. Commissioner George E. Marchand introduced an order at a recent meeting stipulating that the money could be used for no other purposes than for the erection of a new house, but it failed to pass. When Mr. Marchand introduced a similar order all opposition was swept away and it was adopted unanimously. The money is now available for a new building the minute Commissioner John F. Salmon of the fire department gives the word to go ahead.

Stating that as long as he is mayor of New Britain, Conn., John P. Maguire, the local contractor, will find it difficult to secure city contracts, because of alleged laxity in attending to the work at No. 6 fire station. Mayor O. F. Curtis declared his intention of conferring with the corporation counsel to find out the city's powers relative to the contract for the work that remains to be done at the new building. There has been considerable criticism both on the floor of the council and by private citizens, especially residents of the First Ward, where the new station is located of the delay in finishing the house and recently the council gave permission to the finance committee and the mayor to take the job out of the hands of the fire board. According to Mayor Curtis, the finance committee secured bids from contractors on the work that remains to be attended to and Mr. Maguire was given the contract. Lack of cement prevented progress and the work was also delayed because the sliding poles did not arrive. Finally, however, the mayor states, he and the finance committee succeeded in getting Mr. Maguire's promise to start work, but nobody put in appearance on the premises and the mayor tried to get in touch with the contractor but was unsuccessful. He did learn that Mr. Maguire intended getting to work, but workmen failed to put in appearance and then the mayor declared that if this way of doing things is the extent of the contractor's reliability, he would use his influence to prevent him from getting city work. The new fire house has been a bugaboo from the start. It was started a year ago and is still months from completion. Meanwhile, according to residents of the neighborhood, children use it for a playhouse and the police have been asked to try and prevent damage being done there. The apparatus and men intended for the new station are in another fire house and the rapidly developing section, about which there was great argument for additional protection a few years ago, still a mile or more removed from the nearest fire house.

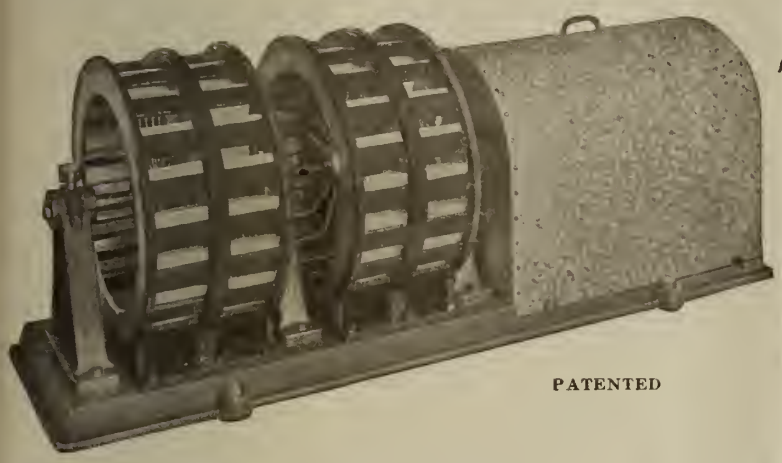
Authority to take legal steps to secure yearly rental of $15 for each fire hydrant of the First Taging District installed in and furnishing fire protection to the Third Taxing District of New London, Conn., was given the First District commissioners by electors of the district.

Middle Atlantic States

An order of the New York fire department dated Sept. 28 said: "By direction of the Fire Commissioner, the two-platoon system is hereby extended to include the 15th Battalion in the Borough of the Bronx and the 50th and 52nd Battalions in the Borough of Queens, which completes the system throughout the department, to take effect at 9 a. m., October 1, 1920."

To provide a fund from which disbursements may be made to needy dependents of firemen killed in the line of duty as well as for the families of firemen living but incapacitated and unable to exist on a pension of $1,000, a series of baseball games between the police and fire teams of New York was started at Ebbets Field in Brooklyn. The firemen have been selling the tickets at $1 each, and upward of $50,000 is in hand. The gathering of this fund, which is designed to reach the $200,000 mark, is in the hands of Honorary Chief W. W. Cohen, who conceived the idea following a disastrous fire in the Brooklyn Union Gas Works in Williamsburg last winter, at which one captain and five firemen perished. In this case the spinster sisters of Fireman Hughes were financially unable to live decently, as no provision for the pensioning of sisters, brothers, aunts or uncles is made in the city charter. At that time a popular fund was started by Chief Cohen, and he prevailed upon Commissioner Drennan to permit him to establish a permanent institution for future contingencies. Under the law, a fireman's widow is allowed half his salary, but the pension must not exceed $1,000. Many such women have minor children and they find it hard to exist. There are many instances, Commissioner Drennan said, of firemen who are retired for physical disability or for illness on half pay, but it is not sufficient for them and their families. Many of these men become ill through faithfulness to duty at fires although the illness was not caused by accident at those fires. "The police have created such a fund and I see no reason why the Fire Department should not have one, too," said the Fire Commissioner. It was also pointed out by

CONVINCING THE SKEPTIC



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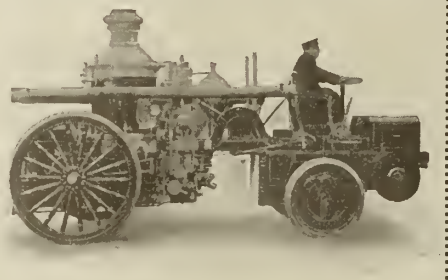

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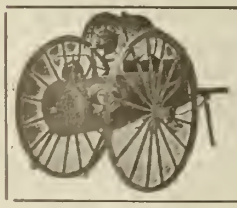

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the Commissioner that the proposed fund will be administered by the firemen themselves, and a committee from each rank in the uniformed force will pass upon all worthy cases brought to their attention.

The annual report of the New York Fire Department for 1919 has at last been issued. It is dated May 15, although it was not delivered until a few days ago. It is nearly a year late.

The City of New York has turned over the building at 153 West 68th street to the Fire Department for use as a fire college for instruction of officers. During the war this property was used by the Auxiliary Corps of Volunteer Firemen under direction of Commissioner Joseph, honorary deputy chief and ex-deputy chief of N. Y. Fire Dept. George J. Kuss. The Auxiliary Corps was disbanded May 1, 1919. The firemen's training school building at 157 E. 67th street has been turned over to the Board of Education for office use.

Edward J. Healey, formerly a captain in New York fire department, has been appointed Chief of Camp Dix, N. J., fire department.

James F. Monaghan, one of the longest service men in the New York fire department, died at his home in Flushing, L. I., recently. Mr. Monoghan served a continuous period of thirty-eight years in the fire department and he was one of the honor men of the organization. He had been presented with several medals for acts of bravery, one being for rescuing thirty-six people from a fire in Manhattan. This was the Travers-Warren Medal and the act was performed Jan. 2, 1900. After consolidation and as soon as anything was done toward merging the fire department of Manhattan with that of the Borough of Queens, Mr. Monaghan was the first man to be transferred to that borough and when Flushing was included in the paid department he was the first man detailed there. He was born in County Fermagh, Ireland, in 1853. He came to this country when he was 14 years of age and entered the New York fire department in his youth.

President Wilson's proclamation calling attention to the annual loss of 15,000 lives and $250,000,000 worth of property by fire in the United States, and urging the governors of the various states to invite their people to observe fire prevention day on Oct. 9, was acted on by only five state executives. Governors who issued proclamations requesting public observance of the day are: Coolidge of Massachusetts, Lowden of Illinois, Edwards of New Jersey, Sleeper of Michigan, and Roberts of Tennessee.

The Newark News says: "In keeping with his previous action in forbidding the delegates from this city to attend the convention of the Firefighters' Association in St. Louis and the P. B. A. convention in Passaic, Director Brennan issued an order putting the ban on delegates from Newark attending the convention of the Firemen's Relief Association in Atlantic City. The delegates are Capt. Patrick J. Smith of Hook and Ladder No. 3, Fred Herrmann of Engine 12 and Thomas Fagin of Truck 1. This action of the director has caused considerable discussion in the fire department, inasmuch as the organization is not considered a union, but a relief association."

It was a fireman who pulled the alarm box for the Wall Street explosion in New York City, Louis Lagomarsino, of Engine Co. 4. He was en route from his quarters

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to a bank, and when near Pine street he heard the blast. Signal station No. 24 was nearby (Nassau and Pine), and the fireman jerked the hook. Running toward Wall Street against a mass of humanity that was bound in any direction but that, the fireman commandeered nearby automobiles and directed the removal of numerous persons to hospitals. With his uniform smeared almost to a state of ruin, he unceasingly labored among those who manifested at least some semblance of life, until all the injured were taken away. He then reported to Deputy Chief Binns, and later made a written report to Lieut. Miller of Engine 4. Lagomarsino turned over two pocketbooks he recovered in the street. The purses were relayed to Deputy Police Commissioner Daly and later claimed by Miss Irma Otto and Miss Gertrude Wynkoop. The calls for ambulances were also despatched by the Fire Department. The first call was 4-4-4—2-4—5 and the second 4-4-4—2-4—4.

The Chief says: "In the death of retired Fire Captain John E. Farley, of Truck 8, who passed away recently in St. Vincent's Hospital, there is revealed for the first time the fact that 'Big John,' whom almost everybody thought to be a bachelor, was in reality a married man. Capt. Farley was one of the conspicuous figures of the fire department, serving for many long and hard years in Truck 8, where he gained a place ten times on the roll of merit, extending over a period of years from 1894 to 1918, when he won the Fire College efficiency medal. His retirement on Jan. 1, 1918, was the subject of a most laudatory special order, granting him a two-thirds pension instead of one-half, in recognition, as the order stated, for the years of long and meritorious service he rendered. Capt. Farley was 65 years of age. Before joining he was a printer. Nobody ever knew that he was wed, for he kept his own counsel. This did not come to light until he died, when his brother, Thomas Farley, claimed the body and so did Mrs. Philomena Farley, who said that she and the Captain had been man and wife for years. A compromise was reached by both parties agreeing to bury the Captain from the funeral parlors of Edward J. Scully on Sixth avenue. The interment in Calvary. Quite a number of the old-timers paid a parting tribute to his memory. The records of the fire department show Captain Farley to be a single man and his last residence to be 9604 Jamaica avenue."

Fireman Sam Lagonia, of Engine 32, returned the other day from the Olympic games and was tendered a welcome home dinner in West Farms, N. Y., by friends in the Bronxdale Athletic Club. The Bronxdale aggregation gave the fireman-boxer a sterling silver cake tray. He thanked them heartily and told of some of his experiences on the other side. He explained how he was "robbed" of a decision by a fraudulent claim of foul by the foreign officials. He denied that he ever fouled an opponent since the day he donned a boxing glove. To a reporter at Fire Headquarters Lagonia expressed some very sour sentiments for the treatment accorded the American competitors by the European officials. He came back to America an avowed enemy of the League of Nations. "We should have nothing to do with that European bunch — they are envious of the very breath we breathe," he said.

Middle Western States

Capt. John Manion, president of the St. Louis Firemen's Union, said Sept. 11 that 20,000 signatures had been obtained for a petition to submit to the voters at the general election, Nov. 2, a proposition to give the firemen an eight-hour working day. He

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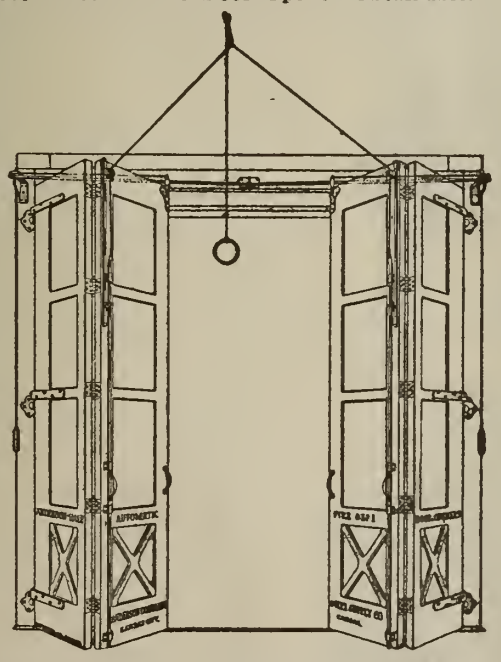

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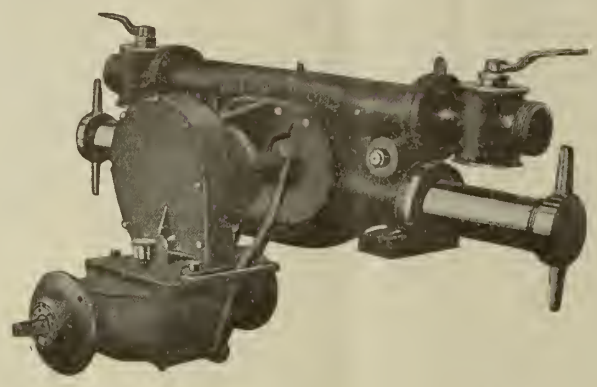

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PITTSFIELD NEW HAMPSHIRE

said that only 7,500 signatures were necessary under the law requiring the names of 5 per cent of those who voted at the last mayoralty election. The petition will be filed with the Board of Election Commissioners. Firemen now have 48 hours of continuous duty and 24 hours' leave of absence. There are 816 firemen in the city. Manion said that he could not estimate how much of an additional appropriation would be required to finance the new system if it is approved by the voters.

The Proctor, Minn., fire department has been guaranteed by the Duluth, Missabe & Northern railroad management a new up-to-date truck and other necessary equipment for the department, according to a report made to the village council. Negotiations for the purchase of the truck are being made by Supt. J. W. Kreiter. The Proctor fire department presented resignations for the entire body at a recent meeting of the council. The men argued that the old and obsolete equipment be replaced by modern apparatus.

J. M. McConnell, state commissioner of education, while at Hibbing, Minn., which has a three-platoon system, recently inspected the local fire equipment, praised it highly and informed school heads that 50,000 fire prevention textbooks entitled "safeguarding the home against fire," a booklet prepared by the United States bureau of education, will be distributed in all of the range schools. These books will be used in connection with English studies in the graded schools, and in connection with scientific courses in the high school.

Piqued by the "about face" so neatly effected by the council of Des Moines, Ia., in taking from them the wage raise granted two days previously, the members of the city fire department will begin the circulation of petitions calling for a special election at which the firemen will carry to the voters their plea for higher salary, it was said by the firemen's leaders. The firemen claim that they can easily secure the signature of the 25 per cent of the electorate necessary to force the council to call a special election.

Members of the city council of St. Joseph, Mo., and Mayor Marshall are trying to solve the problem of maintaining the fire department at its present strength. It is not likely that any of the fire stations will be abandoned as had been feared might have to be done. The department will run about $20,000 short for the fiscal year under the present rate of expense. Chief Kane says the department is fifteen men short of maximum now.

A recount to determine the true population of St. Paul, Minn., seems assured following the offer made by Commissioner A. E. Smith of the entire personnel of both police and fire departments, totaling 850 men, as enumerators in taking a census, to begin as soon as the matter is passed on by city officials, civic organizations and St. Paul business men. "I believe that such a project could be successfully undertaken by police and firemen under the direction of men experienced in census work," said Charles W. Gordon, chairman of the Greater St. Paul committee of the St. Paul Association. "If authority is properly vested and the work gone at seriously, St. Paul will be relieved of the handicap of an underestimated census. It is known positively that the official figure is too low." Commissioner Smith was enthusiastic over the proposed project. "I can say positively that police and firemen will take up the work willingly of enumerating the city," he said. "The matter of

city population is one that affects every one. The acceptance by the government of a new and true census of St. Paul will mean the lifting of a heavy burden." He added that aid of firemen and police seems the only solution of the census problem. The original estimate of St. Paul's population made before the census gave the city 30,000 more inhabitants than the government's figures. The census bureau will accept a new population figure for the city if the work is gone about systematically, supporters of the recount project said.

Members of the Minneapolis police and fire departments actually engaged in police work and fire-fighting can be given a $30 a month increase in pay in 1921. Sufficient money to grant such increases was added to the appropriation of the two departments at a meeting of the council committee on finance on motion of Alderman J. T. Kean, and the council will be informed by the committee that money is available to pay the increase of 837 of the 914 men on the rolls of the two departments. The funds available for the $30 advance, however, will leave 77 men to take the $20 a month increase proposed for other city employes. The question of which men on the department rolls are to be classified as entitled to $30 a month additional pay and which must be satisfied with $20 a month increases, was left to the two department committees.

A signed confession of Dr. Eugene Chapin, Waupaca, Wis., veterinarian, that he set fire to the new $3,000 dancing pavilion belonging to Fred Hertz on Sept. 7 by pouring gasoline over the floor, was said to be in the hands of State Deputy Fire Marshal Finnegan. The pavilion is said to have been destroyed because of ill feeling Chapin bore to the owner.

Wage increases of from $30 to $60 a month are being asked by Aurora, Ill., firemen. A petition has already been filed with the city council committee on fire and finance. Firemen in the city are now receiving $130 a month, captains $135, and operators $100.

Fire completely destroyed the Hueber Bros. meat market at Weyerhaeuser, Minn., and led to the discovery of guns and money believed to have been hidden in the basement during the night. When the flames reached the basement explosion after explosion followed. Those working in an attempt to check the fire carried out 25 loaded rifles, and the explosions were caused by several hundred rounds of cartridges. After the fire, investigators dug up a gallon jar half full of silver dollars, also a gunny sack half full of the same coins. The findings have been turned over to the federal authorities and it is expected a further investigation will be conducted.

Four Chicago firemen, members of flying squad No. 2, were injured when their automobile collided with a truck owned and driven by Michael Verani, at Halsted and Randolph streets. The injured firemen are William Meyer, James Swift, George Hollstrom, and John Duby.

After a coroner's autopsy had established that Fireman Edmund Lange, of Cleveland, Ohio, was shot four times from behind when he was murdered in front of 6527 Schaefer avenue N. E., police engaged on the case were able to reconstruct the crime to fit the most plausible theory agreeing with the known elements. On bidding his fiancee good night, Lange emerged from the house in front of which he was slain about 3 a. m. His automobile was standing in the street, and on reaching it

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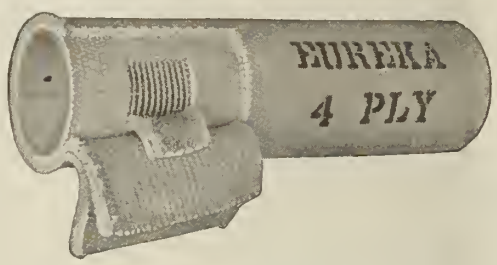

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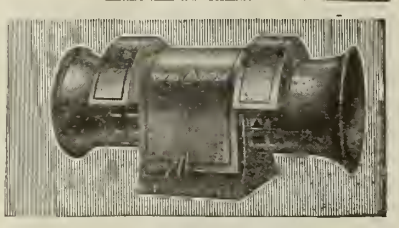

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he encountered one of two robbers. A broken tire lock on Lange's car indicated that the first robber was tampering with the car, possibly trying to steal its spare tires. The second robber was in an automobile which had brought the two to the scene. This stood about 100 feet from Lange's machine. It is probable Lange did not suspect the presence of the second robber. Lange was a powerful man. Believing he had but one crook to deal with, he pounced upon the first robber, and a brief but desperate struggle ensued. The husky fireman was besting his adversary when the second robber slipped up and fired at short range. Three bullets entered Lange's back and a fourth struck his left wrist. He fell. The robbers fled.

Western States

John E. Young was appointed chief of the Portland, Oregon, fire bureau by City Commissioner Bigelow September 18, after he had been placed at the head of the eligibility list earlier in the week as a result of civil service examination. He has been acting chief of the department, since the retirement of Chief B. F. Dowell, Aug. 1. Chief Young's appointment becomes effective at once. Before making announcement of the appointment, Commissioner Bigelow had a final conference with Young, Assistant Chief Mike Laudenklos and Battalion Chiefs Lee G. Holden and Edward Grenfell. At that time the commissioner's selection was made known and from his colleagues, the new fire bureau head received congratulations and assurances of co-operation. Chief Young has been in the department 33 years, joining the paid department May 1, 1877, as a hoseman. He was an extra man before that date, answering fire alarms, but doing outside work in the meantime. He was also a member of one of the volunteer fire companies. He was made lieutenant of engine company 3, Sixteenth and Washington streets, on May 1, 1891, and a few years later was made captain of the same company. With most of the other fire department officials, he was forced out of office during the administration of Mayor Pennoyer. Resigning Sept. 30, 1896, Young was reinstated with the rank of battalion chief on July 5, 1898, retaining that rank until the present promotion was made. He was appointed fire marshal by Mayor Albee and served in that position during 1917.

Following inspections of both buildings, Fire Chief C. E. Swanson of Everett, Wash., made the following recommendations to the school board tending to increase safety from fire at the Washington and High school buildings: The batteries at the Washington school, says Chief Swanson, must be recharged. The school system connects with the city system and when in use flashes the alarm direct to fire headquarters. Concerning the High school, Chief Swanson says: Hose, of the linen variety, at the High school must be replaced. This has been in use, it is understood, since 1900. The hose must be kept on reels, untied, and available at all times. Metal fuse boxes must replace those of the wooden variety in the buildings comprising the High school. Panic bolts must be placed on all exit doors. A wooden shelf over the gas stove in the cafeteria of the High school building must be replaced. An emergency entrance must be built, leading to Hoyt avenue from the High school auditorium. Fire extinguishers to be placed on each floor of the High school buildings and in the chemistry room. These to be of the acid variety.

Following a conference with Commissioner of Public Safety Fred Shoemaker and Mayor Riddell and business men from

South Tacoma, the plans prepared by Engineer Nicholson for a new fire station for this suburb were accepted, and the commissioner will advertise for bids as soon as the specifications can be prepared, he announced. Two sets of plans were submitted to the South Tacoma delegation, one with a bungalow style of architecture and another with a brick and tile frontage. The South Tacomans were of the opinion that the bungalow station would not look well in the business section, and Mr. Shoemaker and the mayor concurred, with the result that the other plans were accepted.

Fire prevention problems of a wide scope were discussed in an all-day session of the Pacific coast Fire Chiefs in attendance at their twenty-seventh annual convention at Los Angeles. Over 20 papers were scheduled to be crowded into the day's program, each of which was calculated to bring about more or less extended discussion. Declaring that the present boom in automobiles which has extended over the past two years has brought about one of the most serious conditions that fire fighters have to contend with through lack of proper building accommodations or restrictions, Chief Elliott Whitehead of Oakland, Calif., precipitated one of the lengthy discussions. The Oakland chief condemned the laxity in restrictions on the rapidly increasing numbers of "community garages" that are going up in residence districts. Another comparatively new problem which is confronting the larger cities is the use of portable moving picture machines in schools and churches. In presenting the subject Chief Charles E. Swanson of Everett, Wash., stated that from this rapidly spreading practice several disastrous fires have occurred during the past year. Other subjects presented were the development of gas masks for use in fighting fires, new methods for contending with fires caused by oil, electrical apparatus and spontaneous combustion. Among the speakers were B. J. Dowell of Portland, Ore.; E. T. Coope of Pasadena, F. W. Steinmetz of Alameda and C. Berkholtz of Fresno. While the fire chiefs were engaged in their business session the wives of the visiting delegates were whisked away on an automobile tour to Riverside with luncheon at the Mission Inn. For the ladies a theatre party also was arranged for the Mason opera house.

The Times of Corvallis, Oregon, says: "A. G. Long of Portland paid a glowing tribute to Chief Graham and said Corvallis had the famous fire department it has because of the magnetic personality and energetic conduct of its chief. He said, 'Newberg had its Hoover. Silverton had its Davenport, but Corvallis has its Tom Graham. As Joan of Arc inspired the French people during the revolution of France, as Harriet Beecher Stowe inspired the Americans to free the slaves, so Tom Graham is the inspiration which puts the Corvallis fire department on the map.' This reporter doesn't know where Mr. Long got his dates on Joan and the French revolution, but anyway the idea is all right."

That the volunteer fire department will at no distant date be replaced by a paid fire department in Eureka, Calif., is the opinion of Secretary J. N. Davies of the Eureka Fire Police, and this opinion was shared by many members of the fire police in attendance upon the annual meeting and election of officers of that body for the ensuing year. "The volunteer firemen, most of whom are business men, are tiring of manipulating the old apparatus — racing with it to fires and returning it to the station — and before long a paid department will replace the volunteer service," said Secretary Davies.

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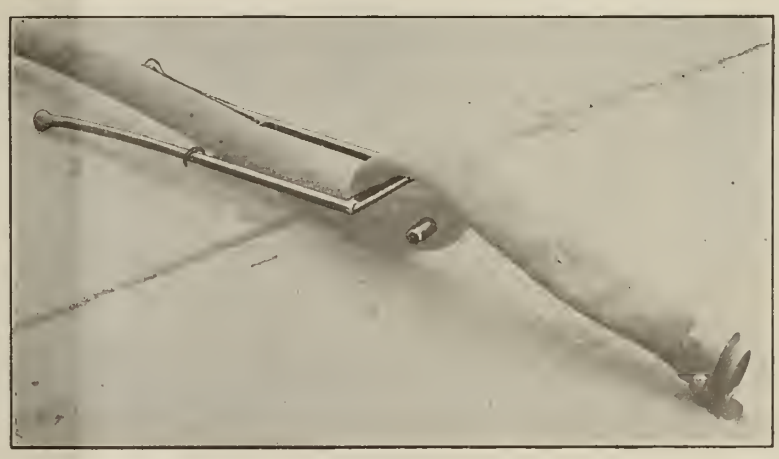

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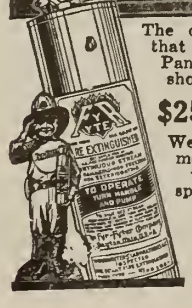

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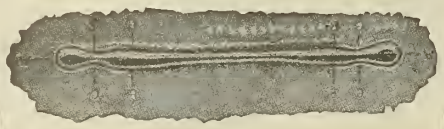

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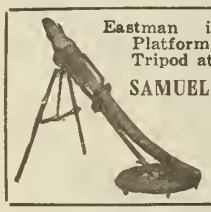

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DOUBLE ACTION VOLUNTEER

The Strange Story of the Valley Cottage Fire Department

The N. Y. Evening World prints the following dispatch from Nyack, N. Y.:

It is hoped that a little rust and a few cobwebs will have a chance to accumulate on the red buckets of the Valley Cottage Volunteer Fire Department, now that the Volunteer in Chief Charlie Garrison, is locked up tight over at New City.

Charlie, according to his friends and foes, was a sort of duplex volunteer fireman, volunteering in the first place to put out the fire if there happened to be one, volunteering in the second place to start a blaze himself if business were dull for the boys of the force.

And was this double-action public spirit of Charlie's appreciated? Not for a minute. Just as soon as District Attorney Lexow, son of the head of the celebrated Lexow Committee, found out about how Charlie was spending his nights he told the Grand Jury, and the Grand Jury indicted him and now the best that even Benjamin Haas can say for Charlie is that he is probably "a little bit off." And Ben Haas is Charlie's lawyer.

Valley Cottage is not a cottage, nor is it a valley. It is a mountain with some farms and barns and houses on it, and it stands back of Nyack. On the night of Sept. 16 there was a big blaze on the mountainside, and even the people on the heights of Tarrytown across the Hudson could see it. It was John Garrabrant's barn, crammed full of combustible hay.

Charlie was right on the job. He turned in the alarm, got the rest of the volunteers out, drove the motor truck with the apparatus straight to the fire, and helped throw buckets of water on. The neighbors say the water burned up along with the hay and the barn.

A day or two later Charlie called on Ben Haas, which was a pretty wise thing for him to do. Because when Ben Haas is not promptly retained by the defense he is very likely to be named Special Assistant District Attorney and conduct the prosecution. Haas is also a police justice, which means that he presides over the court in most cases in which he is not prosecuting or defending. It is a good thing to get Haas signed up on your side as soon as possible.

So Charlie went to Haas and said he understood he was suspected of starting some fires. There had been seven mysterious ones lately, and while nobody had really pointed the finger of suspicion at Charlie there was no telling when somebody would. Thus Charlie had a lawyer a little earlier than he really needed one, and when the time came to get a prosecutor District Attorney Lexow himself had to come over from New City and do the work.

Charlie confessed then. Said he started the fires for the fun of putting them out. And he selected the Garrabrant barn for one of them partly because it would make a first-class fire and partly because there has been a continuous quarrel between the Garrabrant and Garrison families for years —and one of the Garrabrants is said to have said that one of the Garrisons once stole some pickets from a Garrabrant fence. Near the Garrabrant barn he left a bottle with his initials on the tag and an odor of gasoline lingering about the lip.

The barn was the only valuable property that he confesses to have burned. The other six fires were started in the brush and they looked pretty while they lasted, but they did not last long.

The Rockland County Grand Jury returned three indictments against Charlie and the best that Ben Haas could do under the circumstances was to move for the appointment of a lunacy commission. The District Attorney consented and the commission will sit on Charlie.

The town is excited. The Daily Journal spread the news clear across the front page. But it is also recorded that there will be a dance in the memorial hall of Grace Episcopal Church with music by the Rockland Jazz Band.

Sirens Being Installed

Leonia, Essex Fells, Allendale and Mammoth Beach, N. J., and Garden City, L. I., have, through the Woodhouse Mfg. Co., awarded contracts to Hendrie-Bolthoff Co. for Denver Sirens equipped with 5 h.p. motors.

Contemplated Improvements

Mercer, Pa. — Raising money to buy fire truck.

Enhaut, Pa. — A festival will be held for motor apparatus.

Windber, Pa. — Fire Co. No. 1 contemplating buying a hook and ladder.

Lehighton, Pa. — $2,000 raised for motor apparatus.

What has become of the old-fashioned nickel that used to be worth 5 cents? — Twin Falls Times.

Daniel Woodhouse, 13 years, son of D. A. Woodhouse, of Woodhouse Mfg. Co., and the 52-pound channel bass he landed at Egg Harbor Inlet, N. J., after a 65-minute struggle.

The fish was reported to be the largest bass brought into Tuckerton, N. J., this year.

FIRE SERVICE

"CREDIT TO FIRE SERVICE"

Chief Baumgarten of Lake Charles, La., Writes of 390th City to Adopt Two-Platoons

While certain people in places like St. Louis, Boston and Baltimore have been hoping that the fire prevention movement would suddenly stop all fires or that Edison would invent a machine making fire departments unnecessary, and that thus the solution of the two-platoon problem would become unnecessary, cities that look facts in the face and want to show that they are alive continue to adopt the modern method of organization for their local fire departments.

Thus is the long list of two-platoon cities steadily increasing, and of 390 now on the list none has exhibited any disposition to return to the old system. The new plan is working satisfactorily everywhere.

Chief Baumgarten of Lake Charles, La., now writes to us giving the facts as to the 390th city to adopt the modern two-platoon system, his own city, with about 18,000 population. The Chief writes:

Lake Charles, La., Sept. 25, 1920.

Fire Service,
New York.

Gentlemen — I am writing to inform you that on October 1, 1920, we will put the two-platoon system in operation in the fire department here. It was brought about by the taxpayers signing petitions that were passed around by the firemen.

I think Fire Service is entitled to much of the credit for this victory.

Our city has about 18,000 population. Our apparatus is all American-LaFrance, consisting of one hook and ladder truck, two 750-gallon pumps and one 670 gallons, equipped with chemical tanks and carrying car of the Reo make.

Yours truly,
Fred A. Baumgarten,
Chief, Fire Department.

JERSEY CITY'S PLATOONS

Candidate Hart Wins First Blood in His Fight for Firemen's Rights

Score one for Mr. Hart, candidate for Sheriff in Jersey City, who took into court the case of the firemen whom the politicians were trying to bunco out of the two-platoon system after the people had voted it in by a 10 to 1 majority a year ago. The Supreme Court gave him a preliminary decision and issued a mandamus compelling the said politicians to show cause why the will of the people should not be carried out.

The politicians hitherto have regarded the firemen as negligible quantities, mere children of no importance who did not know their own rights, and they have paid no attention to them even when the firemen had the law and the people on their side.

But those conditions are rapidly passing. The politicians are learning that the firemen now know how to attend to their own affairs and that the days when they can be bluffed off with empty words are gone forever.

While there has not been so barefaced an attempt to deprive the firemen of two-platoons as that in Jersey City, where a year elapsed without any effort towards putting it into effect after the people ordered it in by over 30,000 majority, something of the same kind has been tried elsewhere.

Philadelphia was dilatory and evasive for nearly a half year about installing platoons in the face of a mandatory state law, and New York City took 18 months to install the system which all other cities had put into effect in a single day.

Yet they all ultimately "come across" with two-platoons, as Jersey City will be compelled to even if it takes an order of the Supreme Court to do it. Mr. Hart is deserving of the support and sympathy of all firemen everywhere.

Jersey City, N. J., Oct. 4, 1920.

Fire Service,
New York.

Dear Sirs — In your last week's issue of Fire Service, under the caption "The People Be Damned," you mention that Supreme Court Justice Swayze denied my application for a rule to show cause why a writ of mandamus should not issue, compelling the Commissioners of Jersey City to put into operation the two-platoon system for the firemen.

I wish to advise you that my first application for the writ was made September 21 last, and in order to present additional facts to the Court, the hearing was laid over until October 2 (not denied), at which time, through my counsel, Degheri & Kepsel, we successfully opposed the contentions of the Jersey City Commissioners through their legal staff and the writ, to show cause was granted.

I intend to resist any effort made by our local politicians to set aside the will of the people of my city, so overwhelmingly expressed by their ballots last November, when they adopted the two-platoon proposition by a vote of over 30,000 to 3,000.

Please convey to the firemen and their families, through Fire Service, that my policy in respect to this matter will be one of "No Surrender."

I am, cordially yours,
Andrew Hart,
21 Baldwin Ave., Jersey City, N. J.

Law Offices, Degheri & Kepsel,
Jersey City, N. J., Oct. 4, 1920.

Fire Service,
New York.

Dear Sirs — Our Mr. Kepsel called to see you on Friday last to obtain data to be used in legal proceedings for the two-platoon fire system of Jersey City.

Pursuant to promise of Mr. Kepsel, we beg to advise you that on Saturday last, Justice Swayze of the Supreme Court, on our application for Andrew Hart, Republican nominee for Sheriff of Hudson County, granted a Rule against the Commissioners of Jersey City, to show cause why the two-platoon fire system should not be installed. This Rule also gives leave to take testimony to be used at the hearing.

This is an auspicious start for Mr. Hart and we shall immediately take testimony to show why the two-platoon fire system can be installed in Jersey City forthwith, with the present force.

We shall afford ourselves of the opportunity of calling upon you for additional data if the occasion requires. Thanking you for your courtesy in the matter, we beg to remain,

Very truly yours,
Degheri & Kepsel.

The Jersey Journal, October 4, said:

"Andrew J. Hart, Republican candidate for Sheriff, has won the first round of his fight to compel the City Commissioners of Jersey City to install the two-platoon system in the Fire Department in obedience to the will of the voters expressed at the election last November.

"Supreme Court Justice Swayze on Saturday granted a rule to show cause why a writ of mandamus should not be issued against the Commissioners. Corporation Counsel John Milton opposed the application.

"It is the claim of the Commissioners that the Civil Service eligible list is not large enough to supply the additional number of firemen needed. Hart's reply will be that it is their duty to ask the Civil Service Commission for new examinations to produce the necessary men."

The Hudson Observer, October 2, said:

"Application was made today at the Court House, Jersey City, by Bernard M. Degheri, on behalf of Andrew Hart, Republican candidate for Sheriff, for a writ of mandamus to show cause why the Jersey City Commissioners should not install a two-platoon system in the fire department.

"The motion was opposed by Counselor Bentley, on behalf of the city, who alleged that it was the intention of the City Commissioners to install a two-platoon system after the first of the year. He claimed no provision had been made in the budget for the expense and that there were not men enough in the department at this time to install the two-platoon system and maintain efficiency. There was also, he said, no waiting list from which to choose qualified men.

"This was denied by Degheri and Justice Swayze granted a rule to show cause why a writ of mandamus should not issue."

Tired of "Standards"

The Toronto World in one of its Chiefs convention reports, said of it: "That firemen do not like sitting still listening to lengthy papers being read on matters on which they are already pretty well informed was clearly shown by a motion to the effect that the balance of papers due to be read be printed, circularized and referred back to committees, to be taken up and passed upon at the next convention."

NEW YORK'S PLATOON HISTORY

The Almost Hopeless Struggle of "The Pinkies" to Get Relief from Continuous Service

With the final installation of the two-platoon system in the New York fire department a few days ago, The Chief treated it as a piece of great news, although it had been foreseen for nearly two years.

For over a year the miserable story of the slow introduction of this system into the New York fire department has been peddled out from time to time by fire department officials in the form of excuses and explanations as to why they were taking so long to do what almost all other cities had done in a single day.

It was only another illustration of how this department makes haste so slowly that it has been going backwards instead of forwards. When it thought it was at the head of the firemanic procession we showed that it was fighting a rear-guard action against being dragged forward by the progressive fire departments of the rest of the country, compelled to move by aroused public opinion and the ridicule heaped upon it, which it strongly resents, still believing that it is the victim of envious fire departments elsewhere, who, in fact, are showing it what to do.

The blast of publication which The Chief made in celebration of this event was characteristic of New York in that it made no mention of the fact that two-platoons existed anywhere else or had ever been heard of outside of this city. There was no reference to its existence in the fire department of any other city, nothing to show that 150 cities had adopted the system before it was imposed on New York, no mention of the fact that over 390 cities have adopted the system at the present time, including London, the largest city in the world, where it was installed June 28 last, and the fact that it has been in successful operation elsewhere for over 12 years was carefully hidden.

While The Chief did not go so far as Commissioner Drennan and Chief Kenlon in actually claiming that the two-platoon system originated here 32 years ago close to Tammany Hall, any uninformed person reading it might think that the system was a scientific evolution invented by New York and conferred by it upon a long-suffering firemanic world existing in outer darkness, the fact being that New York is one of the last cities to put the system into full operation, meanwhile being behind most of the others in motorization.

Even with platoons fully installed New York's fire department still remains outside of the first class, for the first class fire departments of today are those that are fully platoonized and fully motorized, of which there are hundreds in this country alone.

The Chief seems to think that the system of platoons now in force in New York is something peculiar and superior in that there are beds in the engine houses which are used by the men on duty and that this shows the operation of a wonderful mind somewhere in the fire department. Our readers are aware that this system has been in operation for years in some of the largest fire departments of the country. Capt. McEnroe, of the Springfield, Mass., fire department, a year ago described it in detail in these columns, telling how it has long been in operation there.

The account given by The Chief is illuminating in showing, after two-platoons had been first described by Chief Dickinson of Cleveland at the I. A. F. E. Convention at Minneapolis August 15, 1888, how the New York firemen began the almost hopeless struggle to get some relief from the infamous system of Continuous Service under which they were ground down into a life of slavery and degradation.

It was an almost hopeless struggle because they had to contend against the amazing reactionary official ignorance, arrogance and stupidity of the local fire department and the absence of a powerful organ of public opinion to let daylight into that organization. They were struggling blindly for years, with two-platoons making little progress in the rest of the country until Fire Service raised the standard of Progress, when the greatest revolution the firemanic world has ever seen commenced.

The Chief said:

An epoch-making event in Fire Department history took place today in the New York Fire Department, with the final extension of the two-platoon system of fire duty to the remaining three battalions, thus completing that much-desired method of fire duty in the largest fire department in the world.

And with over 7,000 officers, engineers and firemen now working under the double shift plan, there is set to rest once and for all time, an agitation of over thirty years' standing, although that agitation has from time to time varied in its complexion, in that the original advocacy has been improved on to the extent that the firemen on duty on the night shift will sleep in beds as human beings should, instead of remaining awake or lounging in hard-seated chairs.

The installation of the platoon system in the New York Fire Department has been in the past a much capitalized question by some of its proponents. It was for a long time the subject of open controversy and factional feeling within the ranks. The wisdom of its inception was a much mooted question by some.

Now the battle is won, with glory enough in it for all. It is here without disgrace to those who advocated it in its original form and with honor to those who made its improved adoption possible.

The Chief today joins with the firemen of all ranks and grades in this city in rejoicing in the accomplishment of a modern and civilized system of fire service, which is bound to more than recompense those who made it possible, in a more contented and healthier set of men, and a consequently higher standard of efficiency and morale.

At 9 o'clock this morning in every fire engine house in the New York Fire Department, there was set into complete and permanent operation the two-platoon system of duty.

And with the sounding of the test signal of eleven bells, there was rung the curfew on an antiquated and fast passing method of fire department service.

The old continuous duty system of yesterday will soon be a memory, and the rookie fireman of tomorrow will be asking the veteran of yesteryear what it was all about.

Twenty-eight years ago this month—October 10, to be exact—there was formed the Firemen's Mutual Benevolent Association. Its first president was the late Michael Graham and its secretary the late Edward Quinn.

Thomas J. Hayes, now Deputy Chief of the Bronx, was chairman of the organization committee and, with the exception of about six men who wore blue shirts, the association had on its roster the entire personnel of the firemen. The organization did not meet with the favor of those in authority, and the most clandestine methods of communication had to be resorted to in order to spread the news of meetings, etc.

Communications, bulletins, dates of proposed meetings, etc., were sent out in small pink envelopes and slipped secretly to the members — hence the organization became popularly known as the "Pinkies," a misnomer in use to this day.

Subsequently James D. Clifford became its president and the two-platoon agitation was revived stronger than ever. Eventually Capt. Clifford was dismissed after a trial on charges.

The specification had to do with the manner in which he was supposed to have handled a certain steamship fire, but be that as it may, there was no dispute over the fact that Capt. Clifford had incurred the enmity of Chief Edward F. Croker, and to this day the friends and supporters of Clifford will state that he was the victim of Chief Croker's desire to put Clifford out of the Fire Department.

The "Pinkies" created a position for "Jim" Clifford, as he was more popularly known, and the association paid him as president a salary equal to that of a Captain and later raised it to the equivalent of the salary of a Battalion Chief.

Clifford was the reputed legislative agent for the firemen, and the younger element in his ranks, despite the edict of former Commissioners against new firemen joining the F. M. B. A., soon noised it around that Clifford was not genuinely desirous to see platoons accomplished for fear it might result in the end of his usefulness at Albany.

Soon there came another organization, the Uniformed Firemen's Association, an outgrowth to some degree of the F. M. B. A. The U. F. A. went to Albany for three platoons instead of two. The plan met with opposition, led by Chief Kenlon.

The Legislature was recently again besought to make platoons mandatory, but the need of legislation was dispelled by the fact that the New York Fire Department was then three-quarters operating under the two-platoon system.

It was therefore not determined to start platoons until the force had been augmented by the return of firemen from military duty and additional probationers appointed to make the platoon system possible and at the same time consistent with safety and efficiency.

The first installment took place in June, 1919, with the beds in the houses instead of out, and the final extension took place today.

Fire Commissioner Thomas J. Drennan, speaking of the final step in the establishment of two-platoons, said:

"If I never accomplish any other big thing in my career as Fire Commissioner, the completion of the platoon system will be enough to make me very happy. It is something the men should have had before, but the war retarded our efforts in that direction."

Firemen Have Words

Axel Engstrom, stationed with Engine 4 of the Worcester, Mass., fire department, has preferred charges against Valentine Crosby, another member of the department stationed with the same company, and the charges are being investigated by Chief Wesley N. Avery.

Engstrom alleges slander in his complaint to the chief. The complaint was made as the result of remarks alleged to have been made by Crosby in regard to Engstrom's conduct while on duty at the fire station, according to Chief Avery.

Another reason why pickpockets seem to be on the increase may be because profiteering isn't what it was a few months ago.

ENDORSED BY CHIEF

A Two-Platoon Agitation With Every Prospect of Success

Before the Swampscott firemen started the ball rolling for the two-platoon measure to be adopted by the voters of that town, they went at it the right way and first of all secured the indorsement of Chief Engineer James Warnock.

After a careful study by this efficient chief, he found that the two-platoon can be placed in service by the placing of five new men in the department.

The firemen of that town will find that the leverage which the chief's name will give to their petition to the voters in November will be one of the strongest things that they could put forth in its favor.

From what I have seen in that town, the citizens of Swampscott are with the firemen every time. There is little question but what, at the proper time, they will back the fire laddies up. They have the utmost confidence in these boys who look out for their property while they are asleep, when the snow is two feet deep, or when the glass stands at 80 in the shade.

Weather conditions are all the same to these men when the fire alarm strikes, and the men have proved their willingness and efficiency every time that they have been called on.

To see how much more contented are the firemen in the places that have adopted the two-platoon system, the Swampscott citizens need not go any further than Lynn, Revere, Peabody, Chelsea or Salem.

It must be taken into consideration that it is just as bad to be hived up in a fire engine house 21 hours out of the 24 as it is in any city department.

Some have said in Swampscott that the firemen should place more facts about its adoption by the town before the voters, but, as I have said before, all that they have to do is to seek information where they have had it since last January.—Lynn, Mass., News.

MORE CONVENIENT HOURS

Alton Thinks New Pumper Makes Possible Closing of One or Two Fire Stations

Firemen of the fire engine houses in Alton, Ill., have filed a petition with the City Council for the adoption of the two 24-hour shifts system of relief in the department to replace the 11 and 13 hour system now in effect. The measure could be put into effect by the addition of six men to the department, the petition sets forth, and enables the men to arrive at regular hours for duty and meals.

The system proposed provides that a fireman go on duty at 7 a.m. and remain at work until 7 o'clock the following morning, at which time he is relieved for 24 hours, station crews being divided into two shifts.

According to Chief William Feldwisch, the request arises from the difficulty now existing in arranging a schedule of meal hours that will leave crews in the station at all hours. Under the present system, he said, the men alternately work eleven and thirteen hours on successive days. In a station with a crew of four men, during the relief hours of one or two men, those remaining in the engine house find difficulty in going to meals without leaving the station under the care of a single attendant.

The projected schedule, Feldwisch said, has been in force in Springfield, Peoria, East St. Louis and other cities where it has been found the most satisfactory arrangement, but in these cities, he added, a regular crew consists of eight or ten men, leaving a capable number on duty at all times, while the local houses are held down by crews of three or four.

With the addition recommended to the force, he said, three men would be on duty at all times, none being allowed to leave the station during working hours, and those on relief would always be subject to call in the event of a serious fire requiring the efforts of more than the regular force.

The petition for an increase in the force comes at a time when its granting is jeopardized by the fact that the City Council has contemplated the reduction of numbers, instead of an increase. It is pointed out that Alton now has a larger force than most Illinois cities of its size. The delivery of the new pumping engine had been looked forward to as a means of increasing the efficiency of the most important engine house, and with its introduction, it was thought, the elimination of one or more outlying stations might be effected.

CHIEF DICKINSON'S WORD

He Dwelt Upon "the Home Argument" in First Announcing Platoons to the World

Our readers are aware that there are a considerable number of different powerful arguments that may be advanced in advocacy of the two-platoon system for a fire department. These have no connection with each other and some people are impressed by one argument and some by another.

But after trying out all the various arguments for two-platoons in the course of our campaign during the past two years for the introduction of that system into all of our fire departments, we have no hesitation in saying that the strongest argument of all, the one that impressed the greatest number of people, the one that comes to all Americans with the strongest force and makes the most direct appeal, is "the home argument."

This alone has carried two-platoons to triumphant success in many a hard-fought battle. On that argument alone the fight could be won in the great majority of places.

And it is a remarkable fact that when the two-platoon system was first announced, by Chief J. W. Dickinson of Cleveland, Ohio, at the Chiefs Convention at Minneapolis, August 5, 1888, this was the one point in its favor upon which he most strongly insisted.

The powerful mind that could evolve this scientific system to take the place of the chaos existing in all the fire departments, likewise went straight to the most vital point of the problem and dwelt upon that in first announcing the discovery.

The following is an extract from the speech of Chief Dickinson at the Minneapolis Convention as reproduced in Fireman's Herald for October 11, 1888:

"A fireman knows no enjoyment on holidays, no relaxation from duty, and no time for the observance of religious ceremonies. From year to year his daily life is interwoven with the warp and woof of unceasing vigilance and care. The stroke upon the gong is his summons to the higher activities of duty. How often its ringing tones have proved to be his death knell!

"The fireman has little time to devote to his family. To his children he is sometimes almost a stranger. The fireman gives every one of the 24 hours of the day to public service.

"Is there any good reason in organizing and maintaining paid fire departments, when firemen must be compelled to devote 24 hours of service every day to the people, that would not with equal force apply to policemen and every other city employe? Is a father, mother, sister, brother, wife or children ill? How in his heart he yearns to be present and kindly minister to them in sickness or with loving hands and tears and caresses, close their eyes in death.

"Yet all these offices of affection and kindness are denied him, unless the exigencies of the service permit them. The restrictive rules made for the government of the force are in some instances too severe. It seems to have been the fixed purpose of a number of those restrictive rules to make the life of a fireman little better than that of a convict."

Chief Dickinson's boon given to the fire service almost fell flat. Nothing was done about it for years, and thirty years had elapsed before the breath of life was infused into this valuable reform and it was swept into triumph everywhere through newspaper agitation and publicity.

This does not mean that there were not intelligent and devoted firemen earnestly striving for an extension and adoption of the system. But it does mean that their well-meant efforts met with little response from the fire service and against the hidden opposition of sinister interests that were working to prevent any progress or advancement.

Politics Again

Frank L. Stetson, former chief of the Minneapolis fire department and for the last nine years head of the Seattle, Wash., department, was removed yesterday from office by Mayor Hugh M. Caldwell, according to dispatches from Seattle last night. He was chief of the Minneapolis department for more than 20 years.

Mayor Caldwell of Seattle declined to state his reasons for the dismissal of Chief Stetson, according to the dispatches. He was succeeded by George L. Mentor, a battalion fire chief.

Chief Stetson was removed from office here in 1899 when a new administration took charge of city affairs.

His fellow fire fighters have said that he was a better chief than a politician, that being the reason for his removal in Minneapolis. It has been rumored here recently that Chief Stetson was having some trouble with city authorities in Seattle which may have been the cause for his removal, Minneapolis friends said last night.—Minneapolis Tribune, October 3.

Horrible thought! Perhaps deciding whether to be a Republican or a Democrat may develop wrinkles. — The Shoe and Leather Reporter (Boston).

"How's business?" "Not too good — thanks to some dishonest rascals who are selling goods at reasonable prices." — Le Journal Amusant (Paris).

FIRE SERVICE

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An "Official Report"

We print one of numerous letters received from Fire Chiefs since the Toronto Convention asking some explanation of the astonishing "speech" attributed to Chief Kenlon by the "official stenographic report" of Fire and Water Engineering of Aug. 25.

Numerous witnesses who were present say no such speech was ever delivered and that the real speech made to the Convention was accurately reported in the five or six daily papers of Toronto, as well as in all other fire papers. These all corresponded with each other, as well as with the recollection of the Chiefs in the audience. The reports of independent stenographers also agreed.

Our own report of Chief Kenlon's "Personal Explanation" published in our issue of August 14 was a verbatim stenographic report made by an expert sitting a few feet from Chief Kenlon when he made his explanation. The reports of other stenographers, of all the reporters for the Toronto papers, and of the three or four hundred Fire Chiefs present agree on its accuracy.

Neither Mr. Geo. L. Hart of Roanoke, Va., the official stenographer of the Convention, nor President Healy of the International Association of Fire Engineers, with both of whom we have corresponded on the subject, has corroborated or authenticated the alleged "report" published by Fire and Water Engineering.

Some Halo-Grabbers

We have seen it coming for some time past, but it is now boldly stated for the first time that the two-platoon system was invented by the mighty intellect of the New York fire department. This assertion was formally made at a dinner by no less a person than Fire Commissioner Drennan.

But he was somewhat vague. He merely stated that the platoon system was the product of the New York fire department, and he let it go at that. He did not state where or by whom the discovery was made.

Chief Kenlon is more specific in one respect but almost equally vague in another. He says the two-platoon system originated 32 years ago at the corner of 17th street and 8th avenue, where there used to be a saloon in "the old days." But why didn't he move it a few blocks east to Tammany Hall and be done with it?

Chief Kenlon says that he was present when the discovery was made on this New York corner 32 years ago, but he modestly refrains from saying that it was he who made the discovery, leaving that natural inference to his readers.

After the surfeit of fame-snatchers and halo-grabbers we had during the war it would seem that the lessons of that mighty conflict in this respect ought to have been taken to heart by the New York fire department, especially in view of the fact that it was never known to invent anything for the benefit of the fire service before this remarkable claim was put forth.

In order to establish the claim it is apparent that these two worthies are working in co-operation. They have a well-defined plan consisting of three parts as follows:

1st — Commissioner Drennan claims the invention.

2nd — Chief Kenlon simultaneously tells the date and place where the discovery was made.

3rd — Chief Kenlon is allowed to claim the discovery as his own inferentially for supporting Commissioner Drennan.

We have all heard of body-snatchers and grave-robbers, but here is what looks like a bare-faced attempt to rob the honored dead of what is more precious to a man's heirs than his remains, and that is his fame. "He who steals my purse steals trash," says Shakespeare, "but he who robs me of my good name takes that which benefits him not and leaves me poor, indeed."

We are not quite sure but that the heirs of the late Chief J. W. Dickinson of Cleveland, Ohio, who invented the two-platoon system, might not have what lawyers call "a cause of action" in this case. It looks like a concerted attempt to slyly filch from an honored family what ought to be its proudest possession — the knowledge recognized by all that its ancestor gave to industrial life and to the fire service of the world one of its greatest boons, a humanitarian and philanthropic discovery of the highest value which rescued all firemen from a life of slavery and rid a great field of human activity of a loathsome relic of ignorance and degradation.

In order to head off the absurd claim mentioned above and nail down the honor of having first announced the two-platoon system to the world, we reproduce in this issue an extract from the paper on the subject read by Chief Dickinson in August, 1888, not in a saloon near the Bowery in New York but in a lecture hall of Minneapolis a thousand miles away.

He had been talking about the thing for some time previously among his friends. He had been thinking of it for years, and arranging in his reflective and constructive mind the system that was to take the place of the infamous Continuous Service, whose evils had long been apparent to him.

And the internal evidence of these words of Chief Dickinson furthermore shows the far-reaching nature of his intellect. His argument was based on the very facts that carried two-platoons to triumphant conquest everywhere as soon as the wholesale exploitation of its merits was begun by this journal.

He dwelt, in speaking to the Convention of the I. A. F. E., not on the economic so much as upon the humanitarian aspects of his remarkable proposal for reorganizing the fire service. It was the iniquities of Continuous Service that impressed him most forcibly, how it deprived firemen of their natural rights, how it prevented performance of their religious duties, and above all how it struck at the integrity of the American home by compelling the husband and father to divorce himself from his family and to spend his life in the loathsome and monotonous atmosphere of an engine house.

This is the "nub" of the two-platoon argument which so aroused the indignation of the American people when the facts were laid before them by this journal that they swept Continuous Service out of existence with overwhelming majorities every time it came up in an election.

The claim of Chief Dickinson to the honor of this invention is established by the record and is unassailable. There is not a thing to show that the proposal was ever made by anybody else at so early a date as when he laid his carefully worked out plans for two-platoons before the assembled Fire Chiefs at Minneapolis, and least of all is there any evidence tending to show that it originated in New York in an obscure saloon in close proximity to Tammany Hall.

A Queer "Official Report"

Fire Service,
New York.

Gentlemen — Since the Toronto Convention of the I. A. F. E. there has been a great deal of quiet talk among Fire Chiefs about the extraordinary speech made by Chief Kenlon to the Convention, according to the "official stenographic report" published in Fire and Water Engineering August 25.

There were 300 or 400 Fire Chiefs present when Chief Kenlon made his "personal explanation" and not one of them to whom I have talked heard any such statements as are made in this amazing "report," while it is freely stated that if anything of the kind had been said there would have been a fight right then and there on the floor of the Convention. The subject has been attracting a lot of attention in Canada and among Fire Chiefs in New England and the West.

There are five or six daily newspapers in Toronto and all of these reported the original speech as it was made according to the statements of those present. Furthermore, there were several different stenographic reports made of the speech, all of which agree and corroborate the daily newspapers and the Chiefs present.

Every fire paper, including Fire Service, printed the speech as it was made except Fire and Water Engineering, which came along last of all with a speech that nobody heard, that there is nothing but its uncorroborated word to show was ever delivered, and which all those present say is an entirely new speech containing amazing charges and falsifications which, if uttered at the Convention, would have at once aroused a storm of protest.

Can you clear up this mystery?

Western New York. Fire Chief.

DEPARTMENTS "MORE EFFICIENT"

The Reports Boston Gets From Cities Operating Under Two-Platoons

The News of Roxbury, Mass., says:

Every effort possible is being made by members of the Boston Fire Department and their friends to secure enough signatures to have the two-platoon system brought before the consideration of the Boston electorate at the coming city election.

The two-platoon system was defeated last year but members of the department feel confident that if it appears on the ballot this year that it will be accepted by the voters. One of the main objections to the new system is the cost, according to its critics. This bears a short explanation.

Let us take for instance an engine company in the Boston fire department. As a rule there are ten men and two officers. Under the present system of one day off in three there are four off one day and five off the other two days, this leaving seven men on duty out of which some of the men will be absent at meals.

Therefore, there are about five men on actual duty in case of fire. Were the two-platoon system put into effect there would be six men on duty at all times for it was the intention of officers to split the present companies and have half of the men on days and the other half on nights.

At the present time most of the large cities in the United States are working the two-platoon system and they find that it has not only improved the living conditions of the men, but also made their department more efficient. Thus instead of having a fireman work 48 hours before he can get home to his family with the two-platoon system he will be able to get home at least once a day.

If a few of the firemen's hardships are considered, help the men who are thus employed in this dangerous calling, at the same time help to make the Boston fire department men more efficient and benefit the taxpayers by lowering insurance rates and the public by affording even better protection than it now has.

The laborer today receives 65 cents an hour. He reports for work at 8 a.m. and is through work at 5 o'clock at which time he can return to his home where he can enjoy the comforts of his house and family.

Let us look more closely into the life of the man employed as a fireman to protect our lives and homes. It is true that he has a day off in three but what does he do the other two days, He returns from a day off at 9 a.m., changes from that natty looking uniform he wears on the street to a pair of overalls and old clothes and then reports to the officer in charge, who puts him to work.

He may be detailed to clean the apparatus, to make beds, to shine brass or perform one of the other various other odd jobs which are always to be found around a fire house.

If perchance an alarm for fire comes in, he has to respond and while at the fire he is obliged to go into the burning building and stay there at the risk of his life until the fire is out or he is ordered out by the officer in charge.

BOSTON PLATOONS

Only Big City in Massachusetts Without the New System

Boston is the only city in Massachusetts and the only big city in the country, with one or two exceptions, whose firemen are not on the two-platoon system; and its fire fighters are the poorest paid in the Commonwealth, according to Daniel J. Looney, president of the Russell Fire Club, who filed $18,000 signatures to have the two-platoon system put on the ballot at the coming election.

Last year, despite stiff opposition, the two-platoon system came within comparatively few votes of succeeding.

"Gloucester, Winthrop, Wakefield and Newton are placing it on the ballot this year," said Mr. Looney. "Boston should give the matter its consideration. Most of the places in Massachusetts went to two-platoons from one day in five while Boston has now one day in three.

"To go from one day off every three days to two-platoons is but a short step and it should not be a very expensive one. I personally believe it could be done without increasing the size of the present department force in Boston, if necessary. Commissioner Estabrook in Brookline by adding only seven men to his force in Brookline, where one day in five prevailed, put the two-platoon system on.

"If we get the system, we give up all meal hours, which we have under the present system, and remain at the fire house from 8 in the morning until 6 at night, or from 6 at night until 8 in the morning. If we want to eat we'll have to bring our lunch. However, it will enable the men to spend more time with their families, and that is what they they want.

"The members of the Boston Fire Department feel sure that if the two-platoon system is put on the ballot this year the voters will give it their endorsement."

Fire Commissioner John R. Murphy said he had been requested by Mayor Peters to furnish the latter with a report on the firemen's petition.

"I shall make this report to the Mayor," said the commissioner.

A letter in the Boston American says:

"On the coming election day a most important subject will come before the voters for their consideration. It will be as follows: Shall the Boston firemen be granted the two-platoon system; or, in other words, shall they work 12 hours a day for 365 days a year, with the exception of 14 days' vacation? This plan will do away with the present 24-hour continuous duty.

"The two-platoon system has been adopted by most of the cities throughout the country, and in 33 Massachusetts cities and towns. I understand it has the indorsement of the International Association of Fire Chiefs, and in no city where this plan has been in operation have they ever returned to the old continuous duty system.

"As to the matter of expense, if the plan should mean increase in maintenance, it would be more than offset by increased efficiency. For example, if one shift has been working at some large fire, they would be replaced at the end of their tour of duty by a fresh crew of men, and, furthermore, the men on the off shift would constitute a reserve force that would be available at all times in case of great necessity.

"I would like to suggest that between now and election day the voters inquire as fully as possible into the merits of the two-platoon system, and go to the polls firmly resolved to do justice to the firemen. I trust the voters will give this matter their earnest consideration.

"Brookline. Benj. M. Ellis."

Old Fire Picture

A large group photograph of the members of the Central Falls fire department as they appeared 50 years ago is to be hung in the main parlor of the Broad street fire station. The picture was originally a present to the steam fire engine company of Kearsarge, N. H., in return for courtesies extended to the Old Pacific Fire Engine Co. of Pawtucket, R. I.

The presentation was made to the New Hampshire company, October 27, 1871, and some years afterward, while some of the Central Falls boys were in Concord, they learned that the Kearsarge company had disbanded, and the picture had been thrown aside with other articles and occupied a place in a barn.

The picture was brought back to Central Falls, and hung on the walls of the rooms of the Veteran Firemen's Association, in the old police station building on Cross street. When that building was about to be razed by the city it was removed to the basement of the Adams Memorial Library on Central street, but as there did not seem to be any room for it on the walls, it was decided to turn it over, together with the head of a moose shot by the late John Booth, to the Broad street station.

A plate in the centre of the picture contains the inscription: "Presented to the Kearsarge Steam Fire Engine Company, Concord, N. H., Oct. 27, 1871, by the Pacific Steam Fire Engine Company of Central Falls, R. I." There are 52 photographs of men who were prominent in the affairs of Central Falls at the time of the presentation, only seven of whom are now alive.

These include Frank O'Reilly of Pawtucket, Olney W. Wilmarth, Jabez Wilmarth, Thomas D. Rice, George M. Cummings, Henry B. Bowker and Charles D. Wood.

The "Empty Safe"

Demonstration of the need of a new aerial fire truck, for which the city council appropriated $14,500 last November, was shown clearly in the Elton court fire.

Although the three trucks available were dispatched to the fire, the last on orders issued by Acting Chief Young, experienced firemen said that additional high ladders would have aided in the rescue of guests in the hotel.

City Commissioner Bigelow, in charge of the fire bureau, has refused to order a new aerial fire truck because of the present shortage in city funds.

Twice within recent months, it is said, the city, with an area of 66 square miles, has had the use of but one fire truck, the other two lying in the repair shop.

On these occasions Commissioner Bigelow placed night and day crews at work, in an effort to effect speedy repairs, but had two large conflagrations occurred in different sections of the city at the same time, the fire-fighters would have faced a tremendous handicap.

When the city council was considering proposed expenditures for the present year last November, former Fire Chief Dowell requested sufficient money to purchase two trucks. Upon the advice of Commissioner Bigelow money was set aside for the purchase of one truck, but up to date none has been purchased. — Portland Oregonian.

Fallston, Pa.—Plans for new auto truck.

PACIFIC CHIEFS' CONVENTION

Interesting Papers Read and Other Business Transacted

The 27th annual convention of the Pacific Coast Association of Fire Chiefs was held at Los Angeles, Cal., Sept. 13-16 inclusive, 1920. There were over 150 Chiefs present.

The first session was called to order by President Elliott Whitehead, Chief of the Oakland Fire Department; the invocation was delivered by the Rev. James A. Francis, of Los Angeles, and the address of welcome by Mayor Meredith P. Snyder. The response in behalf of the association was by Chief William H. Bywater, of Salt Lake.

In the afternoon and evening members and ladies were guests of the city of Pasadena and the honors were done by Commissioner H. T. Newell and other officials. Chief Coop was practically disabled with a broken leg, but assisted. Ex-Chief A. M. Clifford, now retired, also helped to make the stay of the visitors pleasant. The supper, in Brookside Park, was a notable affair.

On Tuesday, Sept. 14, the following papers were read and discussed: "The Use of 1 1-2 Inch Hose," ex-Chief B. F. Dowell, of Portland, Ore.

"A Clean City and How to Attain It," by Chief Charles Collins of Anaconda, Mont.

"Automobile Housing as Affecting Fire Hazards," by Chief Elliott Whitehead of Oakland, Cal.

"Junior Fire Prevention," by Chief Walter E. Culver of Piedmont, Cal.

"Most Common Cause of Fires," Chief E. F. Coop of Pasadena, Cal.

"Imaginary Fire Alarm Boxes," by Chief Walter T. Steinmetz of Alameda, Cal.

"Fire Drills for Schools," by Chief Geo. E. Wallace of Modesto, Cal.

"Use of the Lungmotor," by Chief A. J. Trodick of Great Falls, Mont.

The chairman called upon Chief W. H. Bywater to speak upon the relation between the insurance interests and the firemen, from the standpoint of the latter. At the conclusion of his remarks Manager J. W. Stevens, of the Fire Prevention Bureau, spoke upon the insurance man's standpoint.

A memorial address was eloquently given by Chief Charles E. Foster of Astoria, Oregon.

At the evening session the paper of Chief C. E. Carlson of Tacoma, Wash., on "The Proper Strength of Each Shift of the Various Companies in a Two-Platoon System" was read and discussed.

The secretary read extracts from the report of the Missouri Inspection Bureau on the disastrous film exchange fire in Kansas City June 23 of this year. Chief Bywater described a film exchange fire in Salt Lake a year ago and Chief Berkholtz told of a movie theater fire in Fresno last spring.

L. W. Butler, of the Motor Vehicle Department of California, appeared by request and explained the state law, showing that there is no exception for fire apparatus.

At the conclusion of his remarks President Whitehead appointed a California State Legislative Committee to consist of Chief Roy Lemoin, of Richmond, and Chief L. C. Moore, of Sacramento.

The report of the committee of judges on the Ince Trophy contest was then read. The judges recommended Anaconda, Piedmont, Los Angeles, Oakland and Pasadena as the highest cities in standing, and after some discussion Anaconda was declared the winner of the contest by a rising vote on motion of Chief Foster, of Astoria. The judges were given a vote of thanks on motion of Manager Stevens, of the Fire Prevention Bureau.

On Wednesday, Sept. 15, the first session was mainly taken up with the reading and discussion of a paper on "Fire Fighting," by Chief George E. Wallace, of Modesto, Cal. At the second session the following officers were elected by acclamation:

President, ex-Chief B. F. Dowell of Portland, Ore.

First Vice President, Chief A. J. Trodick of Great Falls, Mont.

Secretary, Fire Marshal Harry W. Bringhurst of Seattle, Wash.

Treasurer, Chief Joseph Wood of Renton, Wash.

Vice Presidents from States and Provinces:

Alberta, Chief James Smart of Calgary.

Arizona, Chief W. D. Simmons of Phoenix.

British Columbia, Chief V. L. Stewart of Victoria.

California, Chief O. Tellefson of Healdsburg.

Idaho, Chief J. C. Boyd of Wallace.

Montana, Chief W. G. Alexander of Bozeman.

New Mexico, Chief Charles Whiteman of Roswell.

Nevada, Chief R. B. Hawcroft of Reno.

Oregon, Chief Thomas Carlon of Bend.

Utah, Chief W. H. Bywater of Salt Lake City.

Washington, Chief F. E. Stearns of Bellingham.

Wyoming, Chief Percy Hoyt of Cheyenne.

For the next place of meeting, Chief Fred Martin nominated Butte and City Manager V. A. Thompson nominated Phoenix. On the attention of the latter being called to the provision in the constitution that the conventions must be held north and south of the California state line on alternate years, he withdrew Phoenix. The selection of Butte, Montana, was then made.

Chiefs Joe Wood, Thomas R. Murphy, R. J. Scott, R. B. Hawcroft and Secretary Bringhurst were appointed a committee to revise the by-laws. As but 66 receipts could be turned in for cash fares paid to Los Angeles and 100 were required by the railway companies, Chief Culver of the Transportation Committee reported that the reduced return fares could not be secured. Too many had come by automobile.

On Sept. 16, the last session was held at 6 p.m. on the steamer "Avalon" returning from Catalina Island. The new officers were installed and each made suitable remarks. Addresses were made by Councilman Bert L. Farmer of Los Angeles, Commissioner W. M. Peck of Long Beach, and State Fire Marshal Barbour of Oregon. A committee on technical examinations being urged, the chair appointed as such Chiefs Charles E. Foster, Elliott Whitehead and Thomas Carlon.

President Dowell appointed as the Executive Committee for the coming year Chiefs Thomas R. Murphy of San Francisco, R. B. Hawcroft of Reno, Nevada, and Charles E. Foster of Astoria, Ore. He also appointed as a committee to revise the regulations for the Ince Cup contest, Chiefs Louis Almgren, Thomas R. Murphy and Elliott Whitehead. The three members appointed to the executive committee constitute that committee with the President and Secretary, according to the constitution.

As in the Los Angeles convention of 1912, the entertainment provided was generous and is not likely to be forgotten by any who participated. The ladies were especially well cared for, as besides the trip to Pasadena, they were taken to theatre parties on several occasions, and on Tuesday morning were given an automobile ride through the orange groves, with a dinner at the Mission Inn, Riverside.

After the sessions of Wednesday, all the guests were taken in parties to some of the moving picture studios, where many had their first insight not only into the making of moving picture films, but into the dangerous fire hazards of these places. At 6.30 p.m. that day, a magnificent banquet was tendered the members at the Jonathan Club in the Pacific Electric building, with J. H. Schively, of the Fire Prevention Bureau of the Pacific, as master of ceremonies. This was the occasion of the trophy cup by a representative of the owner, Thomas H. Ince, and its receipt by Charles Collins, Chief of the Fire Department of Anaconda, the winning city.

In the morning of the last day all the visitors were taken by electric line and steamship to Catalina Island, where at noon there was a fish dinner at the Hotel St. Catherine in Avalon. That evening on their return, they were guests of the city of Venice, and next day those who remained were entertained at Long Beach.

Retardent Paints

Fire retardent paints are the most practical means so far discovered by the United States Forest Products Laboratory by which small amounts of wood can economically be made fire resistant. The only other known methods of decreasing the inflammability of wood are to keep it wet or to inject into it certain chemicals under pressure. These methods, though more effective than painting, are usually either impracticable or too expensive to be considered. Ordinarily calcimine or whitewash has proved in tests to be as fire resistant as any paint covering tried.

Although it will not prevent the burning of wood exposed continuously to a high heat, a good coat of calcimine on wood will decrease the danger of a blaze spreading from small sources of fire. An effective outdoor paint which has been developed at the Forest Products Laboratory consists of linseed oil, zinc borate, and chrome green. The paint has maintained its fire-resisting properties through more than three years of exposure to the weather. — The Engineer.

New Fire Alarm Systems

Pontiac, Michigan, has recently installed central fire alarm office equipment, including a ten-ckt. automatic storage battery switch board for charging batteries mounted in metal cabinet, a 14-ckt automatic repeater to automatically transmit signals from box circuits to the gong and joker circuits, a punch register and automatic time and date stamp to furnish a permanent record of signals, a motor generator set for generating proper current, and two five-shelf metal battery packs with necessary battery to complete installation.

Lockport, N. Y., has installed an 8-ckt repeater with two alarm circuits, a 10-ckt protector board, two punch registers for recording signals, and a four-shelf battery rack.

Nutley, N. J., has installed a 2-ckt storage battery switchboard with necessary battery rack and two automatic whistle blowing machines. The devices were all manufactured by the Gamewell Fire Alarm Telegraph Co.

Pumpers Bought

George J. Kuss, representing Woodhouse Mfg. Co., has sold two Waterous, new type, triple pumping engines to Fort Lee, N. J.

REUNITING A FAMILY

How Fireman Smith of Lawrence, Mass., Found His Long Lost Brother

A search of 30 years by a man of Lawrence, Mass., for a younger brother following a separation in early childhood in 1878 in that city will be brought to a happy conclusion when the latter comes from his home in Pontiac, Mich., to visit Samuel Smith of 556 Haverhill street. The Lawrence man is a well known member of the Lawrence fire department and is stationed at Engine 4's house.

His search of 30 years for the long-lost brother has been a patient and tireless one and its successful conclusion is a source of happiness and gratification to Mr. Smith. He is looking forward with the keenest of pleasure to the reunion with his brother.

The younger brother is now William L. Howard of Pontiac, having taken the name of the family which reared him to manhood.

Mr. and Mrs. Peter Smith and family of one girl and two boys came to this country from Manchester, England, and settled in Lawrence in 1876. On July 4, 1877, the youngest son, William L., was born in Lawrence. The family then lived at 325 Lowell street.

On April 28, 1878, the mother died and the little family broke up. John H. went back to England, Samuel and Elizabeth remained in Lawrence, and the baby was placed in the Little Wanderer's Home in Boston.

From that time, trace of the youngster was lost. About 12 years later when Samuel had grown to young manhood he started his search for the younger brother. He pursued his quest quietly, but persistently, and even though all his efforts were unsuccessful, he continued.

Through the Salvation Army and other organizations he sought the brother, but without result until last year he learned from the records of the Little Wanderer's Home that the baby had been taken with a group of children to Oxford, Mich., where he had been taken into the family of C. H. Howard of Oxford.

Mr. Smith then wrote and inserted advertisements in the Oxford and Pontiac papers with the result that shortly after he received a letter from the Howard family explaining all about the case.

The letter informed the Lawrence man that his brother is still living and enjoying good health. He is now 43 years old, is married and has three children and holds a responsible position in the factory of the Oakland Motor Car Co. of Pontiac. On June 28 last, Mr. Smith received a letter from his brother and arrangements were made for the visit east and the reunion, which will take place shortly.

The Lawrence man also has never since seen the other brother, John H., who went to England 42 years ago. He is still alive and overseas. The sister died March, 1917, in South Portland, Me.

FIRE DEPARTMENT MYSTERY

Chief Padlocks the Door and Sherlock Holmes May Be Hidden Nearby

The Transcript of Danielson, Conn., says:

Being fully convinced that someone with a hidden motive has been tampering with the mechanism of the Capt. Put motor fire truck, A. P. Woodward, chief of the fire department, has placed a lock on the door leading into the room where the truck is housed at the station and keys for the same have been distributed to only those whose duty it is to drive the machine. Access to the room will not be given any others, so it is hoped that in the future the machine will be in perfect condition and ready to respond to all alarms.

The action of the chief is apparently the only solution to the problem and is well taken. Now that it has been definitely determined that someone familiar with motors "fixed" the one on the fire truck so it would not run properly, it is time that something was done. But it is a pity that who ever it was that is responsible for the dastardly work, is not known and therefore just punishment cannot be administered.

The condition of the fire truck became known Tuesday night when the Board of Burgesses decided to sound an alarm from Box 36 for the purpose of determining how quickly the department could respond to an alarm. Accordingly the box was "pulled" about 9 o'clock. Seven minutes afterward the hook and ladder appeared on the scene, this being considered very good time, but minutes passed and no truck arrived.

Later it was determined that after working feverishly on the truck motor at the station, it was finally started and went up Main street as far as the Hopkins' residence.

There the engine went "dead." After much work the engine was started again and went as far as Lewis boulevard and had hardly started on the return journey when it stopped again.

After one more trial it was decided to tow the machine into the station. There Winthrop Short solved the riddle and shortly after 11 o'clock got things back in working order and took the truck out on a trial spin. Things seemed to work perfectly.

Mr. Short stated that he found that the gasoline feed pipe had been tampered with, the supply being practically shut off. A brush had also been removed from the magneto, a thing that could not be accomplished without the use of a screw driver. So it is very evident that a deliberate attempt was made to prevent the machine from operating. Such a thing could not happen by accident. Sometime ago wires on the magneto were crossed and when the engine failed to work, an investigation of things disclosed this bit of tampering.

Mr. Short calls at the station every few days for the purpose of starting up the engine on the truck to determine if it is operating properly. Tuesday noon he paid such a visit and found the engine started alright and ran properly afterward. So the tampering with the magneto and shutting off of the gasoline supply was done between noon and 9 o'clock that night.

Who the person or persons are, is a mystery.

But that he or they know a gasoline motor well, is regarded as a fact, but no one seems to have any idea who they could possibly be, for all members of the department are looked upon as honorable and good citizens and would not even think of creating such a fire hazard as doing something to put the truck out of commission. And what possible motive any such person or persons have for such a practice is also a conundrum.

Perhaps the investigation that is now going on will determine some facts of interest and everybody hopes so. May the guilty parties be discovered and punished and the suspicion that permeates the whole department be released.

Enlarging Fire "Zones"

The increasing mileage of concrete roads radiating from Joplin makes interesting a recent agreement entered into between Grand Rapids, Mich., and certain surrounding townships. It is an agreement that provides for fire protection covering all properties adjacent to the city of Grand Rapids, and accessible to good roads within the townships designated.

Under these contracts, the city is to be repaid on a pre-determined scale for each call answered by any unit of the fire apparatus. For each chemical engine the fee is to be $25; for each engine and hose wagon, $50; or each engine company and chemical engine, $75; for each engine company, chemical engine and ladder truck, $100; or crew, per hour, $25; for round trip, per mile, $5.

In order that no false alarms and unnecessary trips shall be made, all alarms by telephone are to be called back. That is, the person making the call will hang up the telephone receiver after making it and that number will be called back and the alarm confirmd before the apparatus leaves the fire station.

It is apparent that a city should not be expected to furnish free fire protection to the residents of the surrounding country, for fire protection costs much money. Ordinarily, in cases of big fires the city department is called on for help, but where the pay is not estimated in advance dissatisfaction and confusion frequently result, so the pre-determined scale is considered much better.

As more and more concrete roads are built and fire department apparatus becomes increasingly efficient it ought to be entirely practical and profitable to extend the fire protection, that a well equipped and efficient fire department offers, to the country surrounding every town of considerable size. — Joplin, Mo., Globe.

Another European Idea

The St. Albans Fire Brigade have fitted pilot lights to their motor pump so that the police can distinguish which way the engine will turn at cross roads or corners after dark.

On top of the dashboard are fitted three small electric lights in small lamps fitted with green glass, one at either end of dashboard and one in the centre. These are operated by a three-way tumbler switch fitted on dashboard on the left of the steering wheel so that it can be operated either by the driver or the officer standing next him.

If turning to the right the right-hand light is switched on, when turning to the left the left-hand light is switched on, or if going straight ahead the centre one is switched on. The lamps are connected to the accumulator in the usual way. — Fire, London, England.

Sir: I sat in a Loz Onglaze park counting earthquakes. An improvident looking person approached and asked for two bits to buy a drink. As I slipt him the coin I asked in return — Well, you know what I asked. "Any shoe-store," quoth he. "Drug-store," I corrected. "Shoe-store," he maintained. "Shoe-dressing — any old kind — nearly all alcohol, with a kick like a musket." A glance at the dark lines on his chin proved his sincerity. — J. H. F in the Chicago Tribune.

"KILLING" TWO-PLATOONS

How the First Attempt to Reform the N. Y. Fire Department Was Prevented

The persistent intention to "kill" the two-platoon system in the New York fire department on the part of the administration has long been notorious and at least one successful attempt of this kind was made in the past.

What is believed to have been the second attempt when Chief Kenlon pretended that the off shift had failed to respond to the Greenpoint general alarm of a year ago, might also have succeeded but for the existence of a powerful, vigilant and resourceful organ watching the interests of the firemen and organizing public opinion in favor of the new reform all over the country and in Europe.

Under this journal (then known as Fireman's Herald) the two-platoon movement was taken up two years ago when it was most discouraged. It had gained only 25 cities in 30 years, or less than the number of cities annually establishing paid fire departments in this country, and cities like Buffalo had already begun to abandon it, while the call of the War Department for men threatened two-platoons with final extinction.

Within little over one year from the time when Fire Service began to expose the iniquities of the old system of Continuous Service and to show the advantages of two-platoons, more than 200 cities had fallen into line and the public conscience everywhere was aroused in favor of reform in our fire departments which were being run on the Civil War methods of human slavery.

Yet the New York fire department doggedly, obstinately and arrogantly refused to consider the question, while the members were being treated by officers and officials as if they had no rights — insulted, jeered at and abused.

This had happened once before in New York, with the Police Department, when Devery was Chief, and it aroused a condition of public indignation that swept that ruffian out of power into private life. Firemen were being similarly treated in New York little over a year ago.

Seeing the hopelessness of driving any intelligence into heads of the fire department, the New York firemen to the number of over 5,000 joined organized labor, becoming members of the Fire Fighters Union, allied to the American Federation of Labor. In their fire uniforms they paraded through Fifth avenue.

This opened the eyes of the New York people to the fact that there was something gravely at fault with the administration of their fire department, in which they had previously taken no little pride. As soon as they learned of the infamous system of Continuous Service under which the men were compelled to work, the people to a man were for the new reform. They proposed to let nothing stand in their way of administering a stinging blow to the arrogant and ignorant crowd who had brought the fire department into such dire straits.

A mandatory bill imposing three platoons or the eight-hour day upon the fire department of this city was introduced into the State Legislature and it passed both houses amid great public rejoicing. The tremendous power of the great State of New York proposed to handle the local fire department without gloves.

With this bill before him awaiting his signature, Governor Smith gave the New York fire department one last chance when he offered them the option of voluntarily installing two-platoons at once or being compelled to install three-platoons at the dictation of the State. The local fire department accepted the lesser of the two evils and promised to install two-platoons "at once," taking over a year to do it after all other cities had installed it in a day.

New York was the 151st city to formally accept the two-platoons, but has been beaten by London, the largest city of the world, in thorough-going two-platoon reforms.

Sullenly they set out on the path of progress after Chief Kenlon had made the astonishing assertion that the Legislature did not possess the constitutional power to impose platoons on the city, as if he knew the elements of organic law better than the Court of Appeals.

But while pretending to introduce the new system under duress and compulsion, the belief is now widely entertained in New York that the plan was to "lay" for a general alarm which was certain to come in time and then loudly shout that the off shift had failed to respond and the two-platoon system had fallen down.

They thought they were bound to "get the firemen" somehow. But they reckoned without their host. So great was public indignation at the way the firemen had been jeered at and insulted by their own officers and by public officials, that New York City would have put in a three-platoon system if the question had been submitted to the people at the polls, regardless of whether the off shift responded or not. Mayor Hylan, in response to the respectful application of a delegation of firemen who waited upon him, took them to a window and pointing out a crowd of bums and tramps in the City Hall Park, said: "We can get plenty of men there." He ordered the firemen to be locked up in their engine houses and forbidden to use the telephone, while Chief Kenlon openly treated them as if they were convicts.

These facts were not lost on the public. Commissioner Drennan was the only public official who seemed to keep his head. In some way he learned of the dangerous condition of the public mind and stood for platoons it is said even when the anti-platoon faction governing the Fire Department were for killing the system after the Greenpoint fire. He knew what would happen if that had been done, being a wise man in his day and generation.

The almost incredible story of how two-platoons was previously killed in the New York fire department has now been told briefly by The Chief. That happened in a day when the two-platoon movement did not have a powerful newspaper behind it determined to see that the fire service of the country was brought up to date and shown to have a living intelligence instead of a dead brain. It could not occur today.

The Chief says:

"In 1904 it was determined by the administration then in control to give the two-platoon agitation a trial in the Third Battalion then commanded by Chief Thomas Larkin, now at the head of the Drill School.

"With the exception of the Chief of Battalion, the Captains and the Lieutenants, the system was installed for two months. That system included the dismantling of the beds and the men on the night shift were supposed to remain awake.

"The trial of platoons was not long under way when manifestations and reports of alleged unfair treatment began to crop up here and there.

"It was charged then and since then that the 'toughest' officers in the service were assigned to the Third Battalion during the experiment, and it was likewise said since then that the more derelict and loose-like disciplined firemen were assigned there in the hope that they would 'fall down' in their deportment and thus help to discredit the two-platoon system.

"Whether or not that is all true, matters little in these advanced times, although it was about that time that Chief Croker abandoned his night headquarters in Great Jones street, which was one of the Third Battalion houses, to occupy a suite in the Broadway Central Hotel nearby. It was reported then that the chief could not sleep with the noise of the men on the night platoon.

"At all events, quietus was applied to the aspirations of the two-platooners after two months of the most rigid discipline, coupled with the most exacting working conditions at fires and in company quarters. Then the two-platoon fight was carried to the Legislature on several occasions."

Firemanic Zoo

Few people realize the extent of the zoological gardens maintained by the Phoenix, Ariz., fire department in the city hall park.

Among the more recent additions to the zoo are a number of beautiful Powder Puff pigeons. There are not many of this species of pigeons in Arizona and it is well worth anyone's time to see the birds.

Only a few weeks ago a friend of Fire Chief Simmons sent a real live baby alligator to the zoo and although the 'gator is only a few inches in length, it has the "earmarks" of being a big "maneater" some day.

Nature has gotten the spirit of the raipd growth of Phoenix and is doing her best to increase the population of the zoo. Seven new quail have just made their appearance and the mother is as proud as quail can be. The little quail are fast learning to fly and daily are asking for their freedom.

Some baby pigeons recently have been hatched here and although they are far from beautiful now, they will no doubt some day be as beautiful as their parents. Members of the fire department have to feed the baby pigeons by hand and it is indeed interesting to watch the birds try to get more than their share.

A pair of ring-neck doves have a special cage in the zoo and are sometimes considerate enough to carry on their love-making regardless of who is watching.

Many canaries are among the birds in the zoo and are busy singing and eating throughout the day.

At one time the zoo possessed a racoon but the little animal wanted his freedom so badly that it was given him. The fire department is desirous of increasing the zoo and anyone having a wild animal in captivity and not wishing to keep it is asked to bring it around to the local fire station. Skunks are barred.

Detroit's 20 Miles of Street Railway

Bids have been invited for the construction in Detroit of about 20 miles of municipal railway to cost about $15,000,000. The bids have been divided into three classes, for foundation work, for oak cross ties, and for all steel work, even including the spikes. The total quantities include about 95,000 yards of excavation, 115,000 square yards of steel rail and 7,000 yards of ½-inch crushed stone back-fill. Work has already been commenced on a portion of this system.

"Where do you live in the city — close in?" "Fairly so — thirty minutes on foot, fifteen by motor car, twenty-five by street car, and forty-five by telephone." — Kansas City Star.

—The Firemen did their best —but—

Volunteer firemen are gaining enviable records in cities where they use the Federal Electric siren as a fire alarm. You can do the same. Send for information. No obligation.

The FEDERAL ELECTRIC SIREN

ON December 7th, about 9 o'clock A. M., the opera house at Dwight, Illinois, suddenly burst into flames. A strong northwest wind kept the weak call of the fire bell from reaching the ears of over half the population. When all the volunteer firemen were finally called and got into action, the fire had gained dangerous headway, threatening the entire block. Fortunately, the firemen were very efficient, and they managed to get the fire out without damaging surrounding property. If the firemen had arrived there at least three minutes quicker, this fire could have been checked at its very start.

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A Federal Electric Siren, if it had been used in place of the unreliable bell, would have saved those three wasted valuable minutes—it is doing it every day. Always ready for instant use at the touch of a button—buttons may be located in the telephone office, police station, power plant, etc., for convenience. Its wierd cry reaches for miles around. Averages only $1.50 a year for actual current consumed. No other expense.

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MINNEAPOLIS SIGNAL LINES

Fire Department to Be Independent of a Private Telephone Company

A request from the Minneapolis fire department for an appropriation of $217,000 with which to install signal lines independent of the Northwestern Telephone & Telegraph Co. was considered recently by the finance committee of the City Council.

Chief Ringer of the fire department told the committee that it is a matter of vital importance for the city to control its own signaling system and not to be dependent on the telephone company's cables and conduits. A formal report on the subject filed with the committee states:

"We now own about one-third of all the lines used in the signal service of the fire and police departments. The balance of our signal service is in telephone cables run in their conduit lines.

"In the case of a break in their cables or an accident in their main offices it is impossible for our men to make any repairs but must wait until the telephone company can locate the trouble and make necessary repairs. This is a vital point in our work as the lines which the city own all radiate from the terminals of telephone cable lines and any serious trouble of any kind with the telephone company would mean serious delays in service in our heavily insured district.

"The rapid growth of the city demands ever increasing service from the telephone company and their conduit lines are fairly well filled now, notwithstanding the recent consolidation of the two telephone companies.

"It is possible that within the next five years it will be impossible for us to obtain wires or conduit space from the telephone company unless speedy action is taken by the city to acquire our public service corporations, either by purchase or condemnation, permanent assignment of duct space in all conduit lines laid in our city streets for city use.

"With the growth of our city, it is essential at this time that measures be taken with a view to having all lines of our signal system run in our own cables in duct space permanently assigned for city use for all time, and that cables of sufficient capacity be drawn into conduits as will carry lines of communication underground to such distributing points as aerial lines may be used without violation of city ordinances established for the government of commercial enterprises.

"The estimate for 1921 covers the needs in this direction approximately for the next ten years, but installation should be made as fast as funds for the purpose can be made available.

"Since this installation will require a considerable expenditure of money and prices are liable to fluctuation before the work is completed, it is difficult at this time to give figures on the work without a careful survey of all proposed lines and conditions except approximately and it may seem advisable to take up the work on the basis of a three or five-year program with annual appropriations until the system is completed on the basis outlined above.

"The city of New York has just completed a similar program at an expense of over $3,000,000."

SUB CHASERS AS FIRE BOATS

Three Pacific Coast Cities Considering These Remarkable Bargains

The economy and advantage of fireboats is receiving particular attention at this time in view of the opportunity, which will never recur again, afforded by the U. S. Government, which is offering to dispose of ex-submarine chasers, new a year or two ago, at 10 per cent of their cost.

These boats are admirably adapted for the purpose and for a small charge the Navy Department will alter them into fireboats.

A boat that cost the Government $100,000 can now be had for about $10,000, and all material in it is guaranteed first-class.

Several cities are taking advantage of these unusual opportunities.

A fireboat of this kind, gasolene-driven, up to date in every particular and brand new, could run rings around one of the old coal-burners that constitute New York's fleet of fire caravels and which are declared to be a fire menace in themselves.

The ex-submarine chasers are small but powerful, with great speed and the highest efficiency.

The Ledger of Tacoma, Wash., Sept. 21, said:

"A demonstration of a naval sub-chaser will be given in the Tacoma harbor in the near future for the purpose of showing the adaptability of this style of craft for use as a fire boat, according to a letter received by Commissiner of Public Safety Fred Shoemaker. Two craft of this type are available to purchasers at the present time. One of the boats is held by the navy department at a valuation of $11,000, while the other, being in a better condition, is held at $12,000. The boats have a length of 112 feet and are equipped with triple gasoline engines of 250 horsepower each.

"Operating expense on the craft would be around $10,000 a year. Figures presented the council by the navy department show that pumps with a 5,000 gallon minute capacity could be installed without difficulty.

"A date will be set for the appearance of the sub-chaser and the city council will be given a demonstration ride around the water front.

"Other cities along the Sound have been notified that the two vessels are being held at Bremerton for sale and demonstrations will be given at any city interested in purchase of such craft. Commissioner Shoemaker said that a fire boat of some type would be installed providing some means of financing the scheme could be worked out."

The Tribune of Everett, Wash., Sept. 16, said:

"A sub-chaser for fire protection in Everett is suggested in a letter to Mayor W. H. Clay from the navy department. The price of the boats range from $4,200 to $12,600 cash and originally cost the government in war time $40,000 to $80,000.

"What or how a 110-foot chaser of this type could effectively pay for itself on Everett's water front produced early conversation with the commissioners when Mayor Clay showed the letter from the board of survey, appraisal and sale of thirteenth naval district, Bremerton navy yard. The chasers offered are identical to the type that visited Everett last year. Each is equipped with three marine gas engines and an auxiliary."

The Star of Seattle, Wash., Sept. 21 said:

"Additional fire protection for Seattle's 194 miles of water front may be afforded by the city council if it accepts the offer of the United States navy and purchases one of the fast navy sub-chasers used during the war against the Germans.

"The fast little vessels are offered to the city for $12,500. Their original cost was $80,000. The engines alone could not now be built for less than $25,000, it is stated.

"The boats are of the 110-foot type, equipped with three standard marine engines of 220 horse-power each. They possess a maximum recorded speed of 18 knots. Specifications of the vessels, together with the cost of adapting them for use as fireboats, were sent to the city council by Mayor Caldwell."

Hire "Potato Diggers"

Potato diggers for the fire department! Why the firemen need potato diggers is more than the members of the Board of Finance could comprehend, and when, in the course of their signing and perusing the usual weekly bills of the city of New Haven, at their regular weekly meeting, a bill for "two potato diggers, $1.50," came to the attention of the board.

Controller Arthur D. Mullen was asked why they were needed. The item was so small that even Mr. Mullen had overlooked it and was unable to explain whether the firemen had developed into farmers or had enough spare time on their hands to dig "spuds" for their neighbors.

Later, Chief Rufus E. Fancher of the fire department explained for Mr. Mullen that at several of the fire department houses the ground in the rear is under cultivation and that the potato diggers were brought to aid the men in harvesting their crops. Members of the finance board, being satisfied that the fire laddies are industrious enough to attack the H. C. of L., they will approve the bill at their next meeting. — New Haven Journal.

A returned vacationist tells us that he was fishing in a pond one day when a country boy who had been watching him from a distance approached him and asked, "How many fish yer got, mister?" "None yet," he was told. "Well, yer ain't doin' so bad," said the youngster. "I know a feller what fished here for two weeks an' he didn't get any more than you got in half an hour." — Boston Transcript.

Amarillo, Texas — Fire alarm system decided upon.

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CINCINNATI
Direct Factory-to-Customer service. YOU save all "middlemen" profits.

Fire Trucks that Always Get There

BROCKWAY FIRE TRUCKS are swift and sturdy, always straining to go—and the first to get there. The old-time thoroughbred was never more anxious to answer the gong than a Brockway. ¶ We manufacture a complete line of motor hose and combination chemical and hose trucks.

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NAVY BLANKETS

Formerly $8.23
NOW **$6.60**

In Quantities Over $250.

66x84 inches, "all wool", dark gray, marked U. S. N. All new and of excellent quality. Packed in bales of 50 each.

Single sample will be shipped, by insured parcels post, to the purchasing office of any Fire Department in the United States on receipt of $8.46.

New York City Fire Department has adopted these and has taken 400 already.

The opportunity will be gone when the last of these blankets are taken. Write at once.

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Lieut. Commander (SC), U. S. N.
BOARD OF SURVEY, APPRAISAL AND SALE
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Herewith please find check for $3.75 to cover statement; Record Book all O. K.

H. O. SMITH, *Secy.*,
Fire Dept., San Angelo, Texas.

Secretary's Record Book

Specially designed to meet all the requirements of the office. Each department properly ruled, and headings neatly printed, as follows: History, Constitution, Roll of Members, List of Officers and Committees, Roll Call, Record of Fires, Cash, Individual Accounts, Minutes, etc., etc. 250 pages, 8½x14. This book has received the most flattering endorsement of secretaries in all sections. Price, $3.50. By mail, $3.75 each.

FIRE SERVICE
225 Fifth Avenue, New York

Northfield, Minn.
Enclosed find draft for $3.75 for the Secretary's Record Book. The book is fine and what I have wanted for a long time.

R. C. PHILLIPS, *Chief.*

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Is 200% Better
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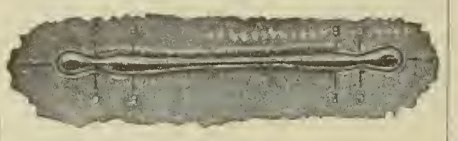
Than any other make, brand, kind or style of Fire Hose heretofore produced, regardless of price.

This statement is based on applied knowledge. We ask for a chance to prove it.

When in the market write us for samples and prices.



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Foamite Firefoam
Equally good on all fire risks. The only extinguisher that fully safeguards oil, gasoline and inflammable chemical fire hazards.
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Billingsport, Pa. — Auto pump to be added to department.

Germantown, Pa. — Citizens request additional apparatus.

Thornton, R. I. — Volunteer Fire Company will purchase apparatus.

Only the DEAF FAIL to hear the SCREAM OF FIRE by
THE DENVER SIREN
Try it before you buy it
Catalogue S-11 tells how.
THE HENDRIE & BOLTHOFF M. & S. CO.
DENVER, COLORADO

A Strange Incendiary

Some curious evidence was heard at Inverness at a trial, the sequel to recent forest fires in the Highlands, when George Gordon Meldrum, a crofter, was sent to prison for six weeks for setting fire to heather and moorland at Abernethy (Speyside). James Grant, a farmer, said he saw Meldrum striking matches and setting fire to the heather. To make sure that it was accused he got a telescope and distinctly saw him. That was on a Friday. The fire burned all night and next day, defying all efforts to get it under. John Fraser, gamekeeper, said that when he accused Meldrum of having set fire to the moor he replied that he had only set fire to a juniper bush to kill adders that had been destroying his sheep. No such diabolical act as setting fire to the moor had entered his soul. — The Fireman, London, England.

A New Lantern

Those who carry lights may be interested in a new electric lantern offered by American-LaFrance Fire Engine Co., illustrated on this page. The lantern is claimed to be waterproof, safe to use around inflammable material, and an ideal light for firemen, sportsmen, and automobilists. All metal parts are of brass and aluminum, accurately machined and finished.

The reflector is large and designed to throw a wide working light with a strong, far-reaching beam. A focusing device permits of changing the beam while the light is burning. The light is controlled by a strong spring snap switch. Current is supplied by two standard dry cells, obtainable anywhere. A heavy, brass bracket with a spring lock for fire apparatus is furnished at small cost. Lantern with two cells, sells for $14.50.

The late Ambassador Walter Hines Page was formerly editor of The World's Work and, like all editors, was obliged to refuse a great many stories. A lady once wrote him: "Sir: You sent back last week a story of mine. I know that you did not read the story, for as a test I had pasted together pages 18, 19, and 20, and the story came back with these pages still pasted; and so I know you are a fraud and turn down stories without reading same." Mr. Page wrote back: "Madame: At breakfast when I open an egg I don't have to eat the whole egg to discover it is bad." — Writer's Monthly.

"He never learned to appreciate her good qualities until they quarreled." "Evidently a case of love at first fight." — Life.

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at
LOW PRICES

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EVANS CAPS
are the most durable and lightest headwear made.

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132 No. 5th St. Philadelphia, Pa.

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Pumper — OR hand-Pulled Chemical or Hook and Ladder?
You can get just what you want and need from
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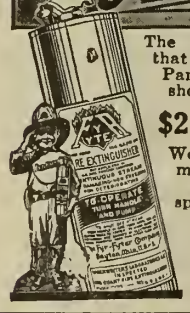

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$25 to $50 a Week

We offer a proposition to firemen that will add $25 to $50 week to your income for your spare time. Write for details.

THE FYR FYTER CO.
Dayton, Ohio, U. S. A.

STERLING ELECTRIC SIREN
The Alarm That Gets Action
The Best for Truck Use and General Fire Signals. Write Now for particulars.
INTERSTATE MACHINE PRODUCTS CO., Inc.
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Elkton, Md. — Will expend $7,500 for fire engine.

SPEED WITH SAFETY
is possible if your apparatus is equipped with
Dayton Airless Tires
Write for interesting booklet which tells of all types of fire apparatus tires.
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Historic Facts

The first fire apparatus of record is found in Rome. The Gauls burned the city in 390 B.C., each citizen was ordered to keep in his house a "machine for extinguishing fire." This consisted of a syringe.

The first record of an actual machine for putting out fire is by Hero of Alexandria. This contrivance, a "siphon used in conflagrations," was used in Egypt about 150 years before Christ.

The first record of what we would call a fire department is also found in Rome. A disastrous fire, occurring in the reign of Augustus, called his attention to the benefit a regular fire brigade would bring. So he organized a fire department. It consisted of seven companies of 1,000 men each.

The first real fire engines were used in 1633 at a big fire on London Bridge. The first fire hose was invented by the two Van der Heydes in 1672. One of the earliest engines used consisted of a tank drawn by two horses, which threw a stream an inch in diameter to a height of eighty feet. An improved engine was invented in 1721 by Newsham, of London, and the first engine used in the United States was made by Newsham. The first steam fire engine was invented by John Braithwaite, of London, in 1829.

Fire alarms came into use in medieval times. It was the custom in many of the towns to have a watchman stationed on a high building whose duty it was to look for fires. As soon as he saw one, he gave warning by blowing a horn, firing a gun, or ringing a bell.

The first London fire department consisted of ten men of each ward.

The first municipal American fire department was created in Boston in 1678. The fire engine was a hand pump bought in England.

The first leather fire hose was made in America in 1808 in Philadelphia.

Rubber hose was first made in England at about 1820.

September Shipments

Forty-seven pieces of apparatus were shipped by the American-LaFrance Fire Engine Co. during September.

Type 75 pumping engines to Warren, Ohio; Muncie, Ind.; Green Bay, Wis.; Clarksdale, Miss.; Washington, Ga.; Yazoo City, Miss.; Seabright, N. J.; Birmingham, Ala.; Santa Rosa, Cal.; Boston Office, East Hampton, N. Y., two to New York City, two to Boston, Mass., and two to Portsmouth, Va.

Two type 40 pumping engines to Ft. Wayne, Ind.

Type 75 combinations with junior pumps to Danbury, Conn., and San Fernando, Cal.

Type 40 combination cars to Wilkinsburg, Pa., Decorah, Iowa, and Yazoo City, Miss.

Type 12 pumping engines to Champaign, Ill.; Rome, Ga.; Chattanooga, Tenn.; Providence, R. I.; Salisbury, Md., and National City, Ill.

Type 39 pumping engines to Port Jervis, N. Y., Caro, Mich., and two to Shrewsbury Township, N. J.

Type 14-4 service trucks to Greenport, N. Y., and Chattanooga, Tenn.

A type 10 pumping engine to Belleville, N. J.

A type 40 combination with junior pump to Palisades Park, N. J.

Type 31-6, 75 ft. aerial trucks to Shawnee, Okla., and Port Huron, Mich.

Two type 75 piston pumping engines to Baltimore, Md.

Two type 14-6 service trucks to Boston, Mass.

Brockways

Two pumping engines to Richmond, Va.

A type B-4 combination car to Homer, N. Y.

Municipal Growing Pains

During the past ten years a well known midwestern city has had a *seventy-nine per cent increase in population. During this time there has been virtually no additions to the fire signaling system.

Today that city has not as adequate fire signaling protection as it had ten years ago. Today the lives and property of that city's citizens are being exposed unnecessarily.

Is this condition duplicated in your city? Have you outgrown your fire signaling system? Don't wait until a costly fire proves this to you. Have a survey and report made by the proper officials. If our engineers can be of help, call on us.

*Actual figures.

The Gamewell Fire Alarm Telegraph Co.

Offices and Works

NEWTON UPPER FALLS MASSACHUSETTS

Larkin Shut-Off Nozzles

More Than 10,000 in Service Giving Satisfaction in 2,000 Fire Departments

They're Best That's Why

Any nozzle that allows water to escape from the hose, is often considered "good enough." Larkin Nozzles are properly constructed. They're made of the best possible material and are tested to 250 pounds pressure before leaving the factory. Easy to keep tight because of their correct construction. They will positively give an efficient stream until entirely worn out.

Buy Larkin Nozzles and specify them on new apparatus. You will receive Shut-off nozzles that are known and guaranteed to be the most efficient and best constructed nozzles made.

Let Larkin Nozzles solve your nozzle troubles. Send for descriptive circular.

LARKIN MFG. CO.

DAYTON OHIO

Fire Dept. Supplies of Every Description

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SMOKE PROTECTOR

has a combination SILK DISC and SPONGE filter and an Automatic Valve giving double the capacity of others. Made of the best white rubber and can be carried in any coat pocket.

THOUSANDS IN USE

Sent Postpaid for $2.00.

COVER'S

RUBBER GOGGLES

FIT AIR TIGHT

and are worn with the Protector making a complete outfit.

Made of one piece of pure rubber and have mica lenses.

Sent Postpaid for $1.50.

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SPECIAL
For October
Trousers $8.25
All Wool Cloth
Made to Measure
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and upward
Write Today
D. KLEIN & BRO.
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Builders of
Special Bodies and Equipment
Send for Specifications

"Pirsch" Patented Improved Compound Trussed Fireman's Extension Wall and Roof Ladders.

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Everything for the
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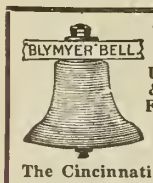

FIRE BELLS
UNLIKE OTHER BELLS. RICHER & DEEPER TONE. CAN BE HEARD FARTHER AND MORE DURABLE.
Satisfaction Guaranteed.
Write for Catalogue and Prices.
The Cincinnati Bell Foundry Co., Cincinnati, Ohio

Westport, Conn. — Committee recommends purchase of pumper to cost $7,500.

Philadelphia, Pa. — Investigating committee suggests expenditure of $500,000 for new fire apparatus.

Chief: Specify
CHRISTENSEN STARTER
for all your motor apparatus
THE CHRISTENSEN ENGINEERING CO.
816 First National Bank Bldg., Milwaukee, Wis.

Boston Improvements

An emergency system for sending in all classes of alarms, beginning with the second alarm, has been established and every officer drilled in the requirements. In addition, a recommendation of 1916 that the running card be revised to reduce the number of companies moving at time of large fires and to provide more engine companies at second and subsequent alarms, and for at least one additional alarm before a general alarm, has been worked out in part and is being completed under the direction of the chief.

Also in the 1916 criticism appeared the suggestion that the response to telephone alarms be the same as to box alarms in their respective districts. Commissioner Murphy has given a great deal of study to the matter and has concluded that the conditions in Boston do not require such a large assignment of apparatus to telephone or still alarms.

In the twelve months ending December 31, 1918, 2,800 so-called still alarms were received. In connection with those still alarms only 124 box alarms were sounded. The commissioner declares that it is fair to assume that a large percentage of those box alarms were needless and were sent in by citizens and not by officers of the department after their arrival at the fire.

There are scores of minor recommendations in the reports of 1916 and 1918 that Commissioner Murphy has been working upon his appointment, such as equipment for apparatus, number of men to be assigned to a company, assignments of companies and abandonment of others, and in the great majority of such suggestions the improvements have been made. All such matters are on record and the engineers will be able to see for themselves the extent of the changes and the effectiveness of them.

Besides the work of general reorganization, the fire department has been obliged to plan for the operation of the high pressure system which will cover one square mile in the high value district. This system is practically completed, except the installation of the pumps.

The fire department has contracted for high pressure wagons, three-inch hose, a new signal system, etc. How much of the present apparatus in high pressure district will be retained is a question.

It is probable that few changes will be made, as the department purposes to use the high pressure streams only for large fires, as in other cities indiscriminate use of high pressure systems have resulted in great damage to merchandise and buildings.

The capacity of the high pressure pumps will be approximately 30,000 gallons per minute. Once when Boston had two great fires at the same time the amount of water used was approximately 20,000 gallons per minute. With the high pressure system and the ordinary water supply besides, the fire department should be able to protect the city from a conflagration under any conditions.

Lee County, Mississippi, has had a health campaign in which prizes were offered for health slogans contributed by school children. Four thousand slogans were produced; the first prize was won by this: "Chew your food; you have no gizzard." Fifteen hundred mile-posts bearing this and other useful health precepts were erected by enterprising merchants throughout the country. — The Outlook (New York).

Political orators must talk of Pilgrim Mothers as well as Pilgrim Fathers or they will lose votes. — The Shoe and Leather Reporter (Boston).

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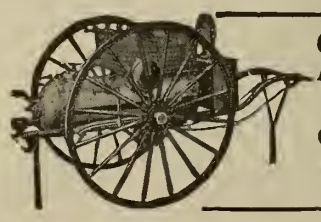

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After a Fire

("Standard" Suggestions to Toronto Convention)

Structural parts of the building, such as flooring, ceilings, pipe or wire recesses, chutes, shafts, stud partitions, window casings, cornices, roofs or other parts, where voids exist, should receive a final careful examination, that will assure the officer in charge that no hidden spark exists.

Flooring, single or double plank, should be taken up where necessary, top boards separately, immediately followed by the removal of the under boards, if their appearance indicate the necessity therefor.

Where the floor has been subjected to considerable fire, there is great danger of fire traveling between the floor beams in old style buildings, and as each board is removed from the floor it is good practice to examine its underside, as its condition will clearly tell whether any further cutting up of the floor is necessary. When necessary to pull lath and plaster ceilings, or tin ceilings, in the actual overhauling, it should be the very last part of the operation. as the debris scattered about the floor would interfere materially with the movements of the force at work.

The extent to which ceilings or lath and plaster on side walls should be removed may be governed by the appearance of the floor beams and floor boards above it, and the same rule to apply to the inner sides of the laths or studding comprising the sidewall or partition construction, where the main drain pipe or other pipes extend through a shaft and branch off at each floor. Extreme care should be exercised in making an examination at the point of entrance at each floor level and a sufficient distance beyond to give assurance that no rubbish, dust or wood portion of the structure is smouldering or burning therein.

Where it is found necessary to pull ceilings, damage to gas pipes or electric wiring can and should be avoided.

Where large volumes of water have been used in a building, it may be pocketed or in other ways cause a short circuit of the wires, carrying electric current, which may ignite some combustible part of the structure, at the point where the short circuit develops. It is good practice to cut off the electric current, by pulling plugs at point where main wires enter the building.

Where meters or pipes connected with gas supply are damaged, permitting the escape of gas, valves which are provided should be promptly closed to control the escape of the gas, and it is good practice to immediately notify gas company of the fact, so that its officials may take such action as may be necessary. By this means accidents may be avoided, as gas control valves closed by the fire department have been opened by the occupants, who were ignorant of the fact that a break existed in the line.

In all cases where the gas has been shut off by a fire department, it should not be turned on again by the fire department under any circumstances, but only by a gas company employe.

Relative to the removal of lath and plaster partitions, wainscoting, surbases and trim, which is generally a part of nearly all operations, is on many occasions carried on when the actual necessity for it does not exist, thereby causing damage that could have been averted.

The presence of a smoke stain or slight heat on any part of a structure should not always be assumed as an indication that fire exists. Watchful waiting for a few minutes will permit of a cooling off at the suspicious spot and no further action may be required.

New Haven, Conn. — Probable that new apparatus will be provided for.

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Are heard above the din of the workshop and the rattle of the streets.

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Among the four sizes there is one that exactly meets the needs of your town.

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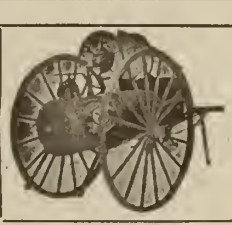

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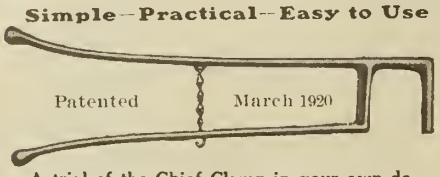

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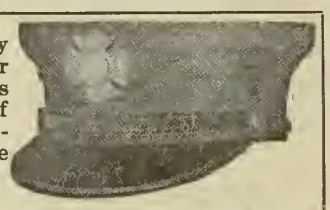
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Olneyville, R. I. — Hose Company at Manton has started campaign for funds to purchase triple combination.

50 YEARS A FIREMAN

"Jimmie" Hughes of Boston is Still Active in Spite of His Seventy Years

For nearly 50 years James Hughes, affectionately known as "Jimmie" Hughes, has answered alarms for every big fire in Boston, and yet at 70 years of age, his spirits are as young and his legs as active as when he answered alarms on Fort Hill, when the regular Fire Department of the city was first organized.

He entered the department just after the Great Boston Fire of 1872, when the city, learning its lesson from the devastation wrought by that conflagration, organized a real Fire Department in place of the few engines, houses and "call" firemen who had protected the rapidly growing metropolis of New England in the old days.

On Oct. 1, 1873, Jimmie donned the uniform and became a member of Ladder 8, organized and situated in Fort Hill square, in the house it now occupies. Up to that time, Fort Hill was a real hill, rising to a height of 50 or more feet, he says. It was surrounded by shoe houses at that time, and after the fire, which swept that district, a lot of sheet-iron shacks were put up, in which the shoemen did business for years. Fort Hill square before the fire, not only had the hill, but it was covered with a forest of as large trees, Jimmie says, as any on the Common. The Boylston School, the place of education of many old Bostonians, was in the Fort Hill District.

Jimmie was with Ladder 8 and Engine 25. in the same headquarters, for over 10 years, and received his education in the science of fighting fires, of which Boston had many in those days, in the Fort Hill District. In 1883 he went to Hose 9 in South Boston and then to Chemical 8 when chemical apparatus came into use.

The majority of engines in those days, he says, were very small, compared to those in use today. Engines 6 and 7 were the only first-class steamers in the department. They succeeded the old hand tubs and lasted many years.

"They had some big fires in the lumber and mill districts in the old days," he says, "and the water supply was not so complete as it is now. I remember well the Thanksgiving Day fire of 1887. It ran from Bedford street way up to Chauncy.

"Also, I recollect the sensational Lincoln street fire, when Chief Egan climbed hand-over-hand on a wire across the street when he was cut off from escape in a burning building. He reached the center of the street and then the wire sagged so that he could go no farther. Some wire men finally climbed to the roof of the building he was headed for, cut the wire, attached ropes and lowered him to the street. The chief was killed later in the memorable Merrimac street fire.'"

Jimmie now belongs to the water tower company in the fire headquarters building, but for two years has been employed in the repair department. He lives in Dorchester with his wife and four children. He has a family of nine children in all, two girls and seven boys. He had two sons in the Spanish War, and one in the World War.

"I always liked the life of a fireman," he says, "and would go into it again if I had my life to live over. A fireman can retire at 55 years of age if he has been in the department 25 years, yet I am 70 and have been a fireman 47 years, and don't want to retire yet."

Jimmie was born in Boston. He has been president of the Charitable Association of the Fire Department seven years. He also belongs to the Catholic Order of Foresters. He has two sons, Leo and Vincent, in the Dominican Order of Preachers, and one son, Cyril, at Aquinas College, Columbus, Ohio.

"In the early days," he says, "all firemen had to go to fires, which were sounded on the bell alarm. Even if at meals, eating utensils had to be dropped and a rush made for the firehouse, when the bell sounded.

"They also had the street patrol for a time, night and day, but that was abolished years ago. Firemen worked much longer hours than they do now. Smaller pay, too.

"Why am I so young in action? Well, I suppose because I have always kept my interest modern. Work, too, if interesting work will always keep one young. I work eight hours now and have no Sunday work."

What Chicago Pays

It must be conceded that the firemen all over the country are commencing to come into what has rightfully belonged to them for years in regards to pay and better working conditions. Even in the small towns, the taxpayers have seen that the claims of the firemen were just and have granted both money and time off.

Among the big cities there are some pretty good money paid. In Chicago, the scale that became operative on January 1, 1920, is as follows:

Chief, $8,000; first assistant, $5,800; second assistant, $4,700; third assistant, $4,200; fourth, fifth and sixth assistants, each $4,200.

Battalion chiefs, $3,500; captains, $2,700; lieutenants, $2,400; engineers, $2,380; assistant engineers, $2,112.

Pilots, $2,700; marine engineers, $2,420; stokers, $2,062.

Firemen, first-class, $2,000; second-class, $1,940; third-class, $1,820.

Probationers, six months, $1,640.

Chauffeurs, $1,992; hostlers, $1,632.

In the East, the cities have been just as liberal in paying to their firemen salaries that are somewhere near to the trail of the old high cost of living.—Lynn, Mass., News.

Contemplated Improvements

Beaver Falls, Pa. — It has been decided to buy chemical truck.

Orwigsburg, Pa.—Firemen raising money for new truck.

Mansfield, Ohio — Needs new alarm system.

Blue Point, L. I. — New firehouse will be erected.

Birmingham, Ala. — City will build new fire station.

"Betcher!"--
There's a Globe Suit worn by someone in YOUR fire department. If not, you'd be pretty lonesome if we lined up those who do and don't. If you want the most comfortable winter you ever had fighting fires, get one.
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PITTSFIELD NEW HAMPSHIRE

FIRE SERVICE

ANOTHER STATE-WIDE PLATOON LAW

Fire Service Thanked for Helping to Bring About the Great Victory in Louisiana

Another state-wide mandatory two-platoon law for the fire departments has now been enacted. It covers the great state of Louisiana, and adds a city of about 400,000, New Orleans, to the already long list of great cities whose fire departments have been placed upon the modern basis.

Louisiana thus takes her place alongside Ohio, Pennsylvania, Oklahoma, South Carolina and many other states that have made two-platoons universal within the state limits, thereby putting an end to overlapping two-platoon campaigns in individual municipalities and finishing once and for all the further discussion of this subject.

The numerous municipal elections all over the country during the past year have shown beyond peradventure that the people everywhere are for this reform of the fire departments.

Not a single election has gone against the reform. In many places immense majorities rising as high as 15 to 1 have emphatically recorded the will of the people in favor of progress, modernity and scientific efficiency in the fire departments.

Therefore state action is now the proper thing in the view of the legislators of Louisiana. The state leads off in the fall campaign and is likely to be followed during the coming winter by many other states, while Colorado will probably be included in the list by the election next month.

In other cases the legislatures will do as has been done in Louisiana and take this question out of politics and out of controversial discussion, for the people are everywhere in favor of the reform and all its aspects have been fully discussed.

The Louisiana State Firemen's Association is entitled to great credit for the victory now achieved. Its members and committees have worked intelligently and steadily for this reform.

They have taken great pains to bring all the facts before the law-makers and to make them fully conversant with the pros and cons of the subject.

We have frequently printed in these pages in the past letters from the officers of this association thanking Fire Service for what it has done in advancing the cause of two-platoons. They constantly perused our columns and got therefrom ammunition for the fight they were making.

No objection could be raised to the proposal they were making that they were not fully prepared to meet with the arguments they found in the columns of Fire Service.

They spread this information among the members of the Legislature. And the result is what we see today, with the two-platoon bill enacted into law and New Orleans placed among the progressive cities.

We have received the following letter:

Lake Charles, La., Sept. 24, 1920.

Fire Service,
New York.

Gentlemen — A law has now been enacted in this state that in all towns of over 10,000 inhabitants and having a paid fire department the two-platoon system must be installed. The bill that has become a law was framed by the Louisiana State Firemen's Association.

I believe that Fire Service is entitled to much of the credit of accomplishing this reform.

You have brought about better working conditions for firemen throughout the entire United States.

Yours truly,
Fred A. Baumgarten,
Chief, Fire Department, Lake Charles.

The cities which will be affected by this new law, together with their populations as given by the last census of 10 years ago, are as follows:

Alexandria	11,213
Baton Rouge	14,897
Lake Charles	11,449
Monroe	10,209
New Iberia	7,499
New Orleans	339,075
Shreveport	28,015

Of the cities on the above list Shreveport and Alexandria already had the two-platoon system and it was installed in the fire department of Lake Charles on Oct. 1. New Iberia, it is believed, will be brought into the two-platoon list by the figures of the new census.

Recent figures given out as taken in the new census have added a number of small cities in Pennsylvania to the two-platoon list, which, taken in connection with the new Louisiana law, raises the list now above the 400 mark.

CHICAGO DEPARTMENT CRITICISED

Radical Reorganization in All Departments Proposed

Efficiency in the Chicago fire department is at a low ebb, according to Engineer Charles A. Whitney, who has just completed a survey and who has made his report.

In the opinion of Engineer Whitney the department is sorely in need of reorganization and of being strengthened in numbers.

"Companies are not well manned," says the report, "and insufficient attention is given even to maintaining their proper strength. The average number of men to the company is less than in 1912, when company strength was poorly maintained."

Present locations of engine and truck companies, in the opinion of the engineer, require that too long runs be made. He recommends that a larger number of districts be created and that the number of battalion chiefs be increased accordingly, with the maximum run any of them will be called upon to make to be not over three miles. A battalion chief, he states, should not be in charge of more than eight fire stations.

It is asserted that efficiency in the department has been retarded by lack of sufficient appropriations to maintain a proper standard, by too frequent changes in the office of marshal or acting marshal, by interference from outside influences, by the lack of training in the use of equipment and modern methods of fire fighting and by labor disturbances.

Recommendation is made that two officers of the department attend a fire college so that they may return and teach other members of the department.

It is stated that the continuance in office of the marshal should be dependent only on his fitness and ability. The report says the fire prevention bureau is well managed and that it should be enlarged rather than curtailed. Edward J. Buckley, the present acting fire marshal, is described as experienced and is given credit for gradually making changes calculated to improve the general efficiency of the department.

Particular attention is given in the report to the shortage of men in the department and it is recommended the department be increased to full strength at once.

The report says the civil service rules be revised so members can be promoted nor former members reinstated in the department without suitable physical and mental examinations and that an age limit of 62 be established for the retirement of all members except those in executive positions not subject to active fire duty.

The chief, in the belief of the underwriters, should be appointed for an indefinite term, subject to removal only for cause and after a public trial. It is also recommended a mechanical engineer be appointed to the rank of battalion chief and assigned to care for all machinery within the department.

A Queer Engine House

I think that all will agree with me in saying that the men who are stationed in the Church street house, of the Salem fire department, have about as poor quarters as any firemen in a back woods town in the State of Maine, but it now looks as though they would get something in keeping with the time as Mayor Sullivan, of that city, is urging that $23,000 be spent for remodeling the central station.

Out of this fund there will come $7,500 for a new truck to take the place of the one on Bridge street, which outlived its usefulness 50 years ago. In this house they have to blanket the horses to keep them warm in the winter and Driver Mason has to wear ear laps to keep his ears from getting touched with frost.

If Mayor Sullivan has his way the Salem fire department will be entirely motorized. — Lynn, Mass., News.

"A Pretty Good System"

Fiery cinders may be all right to talk about but there are not any cinders of any kind in the Lynn fire department just at the present moment. When there is anything of a fire nature the Lynn firemen are right on their job and this was shown at the fire on Thursday evening almost at the back door of fire headquarters, on Broad street.

The night platoon was just coming on and with two platoons working on a fire that gave every indication that it would be a serious one and with all of the fire kit that Box 42 calls there was no shortage of men. Chief Chase and his assistants must have realized that this system was a pretty good one after all. — Lynn, Mass., News.

BY ADDING ONE FIREMAN

How Fire Department of Tiffin, Ohio, May Go on Two-Platoons

The Tribune of Tiffin, Ohio, Oct. 1 said:

Application of the firemen for the establishment of the platoon system under which each fireman would have a day off for each day on duty, complicates the situation.

There is only one thing which can be done and that is grant the application, city officials declare.

The platoon system is the only system authorized by Ohio law. Firemen here are said to have agreed to continue under the old system which gave them one day off in five in consideration of salary increases. Lack of funds and inability of officials to provide for salary increases in debt refunding bond issues left the firemen on old salary schedules with the sole possibility of securing the increases lying in suits against the city.

City officials again expressed regret that funds are not available for meeting salary increases. The adoption of the platoon system, they point out, because of lack of funds may force the adoption of the old salary schedule with the new system.

Members of the fire and water works committee which had the question under consideration believe the only possibility of solution lies in adding a fireman to the force at engine house No. 1.

With one new man there, the force would reach eight men, four of whom would be on duty at all times. This would leave four men at engine house No. 2 where two would be on duty at all times. Members of the council do not take kindly to the suggestion that the No. 2 house be abondoned.

It is believed that this plan will furnish an adequate department to give the city continued high grade service and give the firemen their legal rights.

THE ST. LOUIS 8 HOUR DAY

What Happens in a City When Two-Platoons are Denied

The St. Louis Post-Dispatch, Oct. 3, said:

Petitions bearing the signatures of 15,485 persons represented to be registered voters of St. Louis, requesting the Board of Election Commissioners to call a special election to submit to a vote of the people a proposition to give the city firemen an eight-hour day, were filed with the Election Board yesterday by a committee of five representing the local union of the International Fire Fighters' Association. The Election Commissioners will hold a special meeting to consider the proposition.

The petitions, which have been in circulation for about three weeks, were drawn by an attorney in the office of Edward W. Foristel. They were circulated by precincts, only one or two containing scattering signatures, but the Election Commissioners will be unable to check the signatures against the registration books to ascertain whether the petitions bear the required number of legally registered voters until after Oct. 8, when the registration of Sept. 13 to 16 will be revised.

The charter requires that petitions of this sort, to prevail, must bear 5 per cent of the number of votes cast at the last mayoralty election, which in this case will be 5 per cent of 167,344, or 8,167. Unless wholesale eliminations are necessary, because signers prove not to be properly registered, the petitions will prove ample as to number.

After the petitions are checked and approved by the Election Commissioners, an ordinance must be passed by the Board of Aldermen calling the special election. It will be impossible to comply with all the charter requirements in time to have the proposition voted upon at the general election Nov. 2, the Commissioners said, hence a separate election will have to be held later, and its probable cost was estimated at $100,000.

The exact thing which the firemen seek to have done, is to amend one section of city ordinance No. 30,737, known as the Standardization and Classification ordinance, which among other things fixes the number of hours that firemen work.

Their decision to adopt this plan of trying to obtain the eight-hour day, so often denied to them, was not publicly known until the petitions were filed yesterday, so quietly had the preparing and circulating of the petitions been done.

LETTER FROM CHIEF EVINGER

Asks for Information That Will Help Him Put Terre Haute on Platoon Basis

Fire Department Headquarters,
Terre Haute, Ind., Oct. 13, 1920.

Fire Service,
New York.

Dear Sirs — This city under the new law will be compelled to install two-platoons the first of the year, and it is no exception to the large number of cities that have attempted to operate with an insufficient number of men.

Would you be kind enough to send me whatever data you may have governing this system in say six or eight cities that correspond with Terre Haute in size. Last government census gave slightly over 66,000.

Would especially appreciate an answer to the following:

How many men to a shift on a double combination?

How many men to a shift on a service truck?

How many men to a shift on a triple combination?

How many men to a shift on an aerial truck?

Do they allow vacation time?

Do they allow any day off?

Do they allow sick time?

Thanking you in advance for an early reply, I beg to remain,

Yours very truly,
C. E. Evinger,
Chief F. D.

We publish the foregoing letter from Chief Evinger because it is similar to a large number of others that we are constantly receiving from Chiefs all over the country, and because it touches a very interesting angle of the two-platoon question.

Hitherto we have been so concerned in advocating two-platoons for fire departments upon the general principle of the system, that we have not compiled statistics of the nature asked for, which concern only minor details of that system. We publish in the columns of Fire Service from time to time changes in the rules of two-platoon cities relating to days off, the hours for the shifts, the number of men on the apparatus, etc. These changes, most of them small improvements, are taking place all over the country all the time.

Our readers are aware that in the minor details of operation there are in fact a great number of different two-platoon systems in operation. And this has its advantages, because it will eventuate in the best system finally being worked out and agreed upon. There is nothing like practical experiment of this kind to arrive at the best points of the system, which nobody claims is perfect now as it will probably be at some later day. Like every great improvement it is capable of further development and perfection in its minor aspects.

As a general rule in replying to Fire Chiefs who ask us for information of this kind, we refer them to Chiefs in cities of about their own size in which the two-platoon system is in operation and to the columns of Fire Service. By studying our columns from week to week. Chiefs can learn of most of the new developments taking place along these lines.

A good idea is for a Chief to keep a scrap book and paste in all items of this kind as they appear in our columns, and he will thus have the information handy and in a compact form for his own use and for that of other Chiefs who may need his assistance.

Any information or ideas which Chiefs may have of this kind we will be pleased to publish if they will send it to us. It may be very useful to other Chiefs who are making preparations to put their departments on the platoon basis, and it will benefit the fire service generally.

One of the model two-platoon departments is that of Springfield, Mass. And here Chief Daggett regarded two-platoons as being in so much of a formative state that he never had printed rules for the department after the system was installed. He had typewritten rules posted up in the various engine houses and these were changed from time to time as new developments and minor improvements were made in its practical operation.

As the various departments experiment with the operation of the system there are certain to be big improvements made in it. Even in the crudest state it is so huge an improvement upon Continuous Service that there is nowhere any suggestion of return to the latter. But that does not mean that still further developments may not be made in the double shift system.

Fire Chiefs in other cities may be able to help Chief Evinger with valuable suggestions from their own experience, and we trust they will do so. — Editor of Fire Service.

NEW SEATTLE CHIEF

George M. Mantor Appointed to Succeed Frank L. Stetson

Battalion Chief George M. Mantor was appointed by Mayor Hugh M. Caldwell to succeed Frank L. Stetson as chief of Seattle's fire department.

No reason for the change was stated by the mayor. Mantor was summoned to the mayor's office and there informed that he was to be appointed chief at once and to have his bond prepared forthwith.

Shortly afterward Chief Stetson was called to the office and informed that his successor was to be appointed. Within a short time Mantor's bond had been approved by the city legal department and he was given the oath of office by City Comptroller Harry W. Carroll, entering immediately upon discharge of the duties of his new office.

Under the city charter, the chief of the fire department is not appointed for a term of fixed length, being subject to removal at any time by the mayor who is merely required to file with the city council in writing his reasons for retiring the official. The removal of the old chief and the appointment of a new one become effective without action by the council.

The new chief has been a member of the Seattle department for 24 years, having entered the service as a pipe-man, reaching the rank of battalion chief by promotion through the various grades and positions.

During the recent war he offered his services to the government and was given charge of the army fire department at Camp Lewis, with the rank of first lieutenant. This position he held from Sept. 17, 1918 to April 1, 1919, when he returned to duty with the Seattle department and was given command of the Second battalion with headquarters at station No. 2 at the corner of Third avenue and Pine street, which position he has held since that time.

Chief Mantor was born in Baraboo, Wis., in 1871. He came to Seattle in July, 1889, the month following the great Seattle fire, and was appointed to the fire department in 1896. He is married and has one child, Crosby, aged 16 years, a student at the Queen Anne High School.

Chief Frank L. Stetson.

Frank L. Stetson, the retiring chief, was for thirty years chief of the Minneapolis, Minn., fire department, retiring from that position in 1899. He came to Seattle in 1903 and was appointed chief of the Seattle fire department in June, 1911 by Geo. W. Dilling, then mayor. He has held the position since that time, serving through the administrations of the successive mayors. Mr. Stetson said that he has formed no plans for the future. He would make no other statement.

WHAT FIREMEN SAY

Expressions of Opinion in Completing Platoon Installation in New York

Upon the completion of the installation of the two-platoon system in the New York fire department The Chief gathered some expressions of opinion as follows:

Statement of President Albert E. Guinness, of the Uniformed Firemen's Association:

"Our commissioner has stated, officially, that the establishment of the two-platoon system has been followed by greater efficiency. All grades are enjoying alike the benefits that have accompanied its introduction and extension.

"After all these years of struggle for a humane system the firemen have reason to rejoice that the year and the day is here when the head of the department, and practically all the officers, publicly declare, the service has been made better by platoons. The part played by the Uniformed Firemen's Association in the advocacy of the platoon system is known to all members of the force.

"The firemen have been consistently for the reform these many years. They knew from the start that anything which would materially benefit the condition of the men would increase the efficiency of the department.

"We are pleased to hear the chorus of approval from all ranks and we hope and expect that next year the statute books of the State of New York will contain a two-platoon law and that it will be followed by an act making the working hours of firemen the same as those of the trades, namely, eight hours in every twenty-four."

Fireman Theodore H. Martins, president of the Firemen's Mutual Benevolent Association, stated:

"The adoption of the two-platoon system has emancipated the firemen of this city. It has brought about a scientific adjustment and increased the efficiency of the fire fighting forces.

"From personal experience and observation of the platoon system I can state that the members of this department have entered upon a new era in their lives. The change that has been brought about in a short time by the installation of the platoon system is plainly reflected in the satisfied personnel of the department. It has brought about a decided change in the fireman's living conditions. He now has a more regular life.

"Formerly he was socially ostracized. Family and friends were mere acquaintances. The irregular meals and recreation leaves are now eliminated.

"The gloom that once prevailed, owing to the continuous duty system, is now dispelled by the sunshine that came into the fireman's life when the platoons were installed.

"The veteran has realized his fondest hope, and the probationer shares with the veteran that realized hope."

Battalion Chief James Langan, president of the Chief Officers' Association, said, in part:

"The platoon system is a blessing to the fireman, his wife and family. He now lives a regular life, coming home at regular hours. His meals are regular, and therefore so are those of his family.

"The platoon system gives much more fire protection to the city of New York, for a large force is always in reserve to be called upon in the event of a large conflagration or other emergency. It gives a healthier and more satisfied fireman."

Capt. Lester A. Roberts, president of the Fire Captains' Benevolent Association, said in part:

"It is the unanimous conclusion of this association that no better system of duty could be selected.

"The men report for duty with a better spirit than when working under the continuous duty system, for the reason that they have had an opportunity to rest and spend happy hours at home with their loved ones.

"The wisdom in laying out a system whereby the officer and one man change from the first to the second platoon and the same from the second to the first platoon each month, thereby preventing any jealousy between the platoons as to which is the better, and bringing the men under different officers is a feature that cannot be surpassed, and the foresight in the arrangement of the three groups whereby only a sixth of the force is off on 24-hour leave each day is highly beneficial to the strength and efficiency of the department, and this results in a benefit to the taxpayer."

Lieut. Joseph A. Flannery, president of the Fire Lieutenants' Association, said in part:

"The completion of platoons in the fire department is a splendid example of the humane interest and fairness of an employer to an employe. The domestic advantages alone are most worthy. Firemen and officers alike may now be home for stated intervals, which means satisfaction and contentment and better health in mind and body.

"On behalf of the Lieutenants of the fire department and speaking for them, I take the advantage of this privilege to publicly express our deep sense of appreciation and thanks for this twentieth century accomplishment, for platoons are no longer a cherished hope, nor an experiment, but an established fact."

Fire Stream Duel

Two members of the French volunteer fire brigade of Shanghai, China, fought a duel with fire hose recently. The brigade is composed largely of business men. Henri Numa and Georges Clergue quarreled, a challenge was given and accepted.

The principals had expressed their intention to meet on the field of honor with deadly weapons, when they were prevailed upon by officers of the brigade to use fire streams under high pressure at a range of twenty feet.

The combat, which took place in the court yard of the fire station, lasted about fifteen minutes, when Numa, after being slowly forced backward by the watery torrent, lost his helmet and went down as the big nozzle escaped from his clutch.

FIRE SERVICE

Issued every Saturday in the Interests of Fire Fighters by

FRANK K. KAUFFMAN
at 225 Fifth Avenue - - New York

FIRE SERVICE is the only national weekly in America devoted exclusively to the Fire Service.

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, Of Fire Service, published weekly at New York, N. Y., for October 1, 1920.

State of New York, ss.
County of New York.

Before me, a notary public, in and for the State and county aforesaid, personally appeared Frank K. Kauffman, who, having been duly sworn according to law, deposes and says that he is the owner of the Fire Service, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher, Frank K. Kauffman, 225 Fifth Avenue, New York.
Editor, Andrew E. Murphy, 225 Fifth Avenue, New York.
Managing Editor, none.
Business Managers, none.

2. That the owners are:
Frank K. Kauffman, 225 Fifth Avenue, New York.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are:
Charles M. Palmer, 225 Fifth Avenue, New York.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affinant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during these six months preceding the date shown above is—(This information is required from daily publications only.)

FRANK K. KAUFFMAN.

Sworn to and subscribed before me this 13th day of October, 1920. Joseph B. Longshore.
Notary Public, Kings County No. 147, Kings Co. Register's No. 1017. Certificate Filed N. Y. Co. No. 45, New York Co. Register's No. 1107.
Term Expires March 30, 1921.

The Guillotine

At the moment when the proposed reorganization of the Chicago fire department emphasizes the importance of making the Chief irremovable at the whim of a political official, the news arrives that Frank L. Stetson, for 20 years Chief of the Minneapolis fire department and then for 9 years Chief of the Seattle fire department, had been peremptorily dismissed from the latter position by the Mayor.

The Mayor of Seattle had the power of removal under the law.

But the law is inadequate, absurd and behind the times. It is the kind of law that ought to be wiped out in every city in the United States and its place taken by a modern law based on Civil Service principles and on modern ideas.

These ideas are that an experienced Fire Chief — whose value to the city becomes greater with every year that he serves — should not be removable at the whim of a political office-holder.

It is going back to the Dark Ages of the fire service to allow Chiefs to be treated in this irresponsible manner. It makes the fire service the spoils of politicians. All the trend nowadays is to separate the fire service from politics, to make it permanent, to give it stability, to insure that its promotions are based not on a "pull" but on the merit of firemen as firemen and as nothing else.

The newspaper accounts from Seattle state that Mr. Stetson was called into the Mayor's office as Chief, remained there a few minutes and walked out as a private citizen. He had been dismissed, like a janitor or an office boy.

An outrage of this kind could not occur in many of our large cities. The time is coming, and coming shortly, we hope, when it cannot occur in any city of the United States.

More will be heard about this affair.

Welcome to Louisiana

The great state of Louisiana, embracing a city with about 400,000 inhabitants, has now swung into line with a mandatory two-platoon law for all fire departments.

This is the first of the states which we expect will this winter take similar action — the first to have finished the job, the first to settle platoons once and for all, the first to cast aside special elections that teach nothing but one lesson, and to declare the will of the Legislature and the Governor in the form of a mandatory statute.

The wisdom of such action is obvious. Nothing can be learned by any further elections when the people in every state in the Union have declared sometimes by majorities as large as 15 to 1 that they are emphatically for reformed fire service, for better hours for firemen, for more humane treatment of civil servants, for greater fire department efficiency and that they are dead against the further continuance of the infamous system of continuous service that is a relic of slavery and has retarded and degraded the firemen's profession.

Chief Baumgarten of Lake Charles, La., in the letter we print on another page, is kind enough to give much credit to Fire Service for this great victory and to add that we have "brought about better working conditions for firemen throughout the entire United States." This may be true, but it is also true that without the intelligent co-operation of the officers and members of the Louisiana State Firemen's Association, who framed the bill that has now become a law, we could have done but little in Louisiana.

This association is entitled to great credit for their painstaking devotion to the cause which has now triumphed and for their unremitting patience and intelligence in gathering the facts and laying them before the Governor and the members of the Legislature. They are entitled to the thanks of all firemen everywhere, whose efforts to better their condition will be greatly heartened by this victory.

A Yankee Bargain

Always on the lookout for a bargain, a New England paper has discovered a way by which it claims any city can get the two-platoon system in its fire department for nothing. The paper in question is the Tribune of Lawrence, Mass., which says in an editorial:

"The advent of prohibition closes jails throughout the country and reduces the work of police departments from a fourth to a half but in the local station the numerous officials continue to fall over one another in their efforts to appear busy. It has been said that a business concern could save enough on the police department to pay the additional expenses of the two-platoon system of the fire department. So the story goes."

Cities like Boston and Providence which are staving off platoons with the old bromides "Not at this Time" and "The Empty Safe" might well take this suggestion into consideration.. It even shows them how they can make some money by pretending to be progressive, and that should appeal very strongly to the political instinct.

So that Prohibition may not be such a bad thing after all if it enables cities to discharge half their police force and sell a few jails and almshouses, which, according to the Lawrence Tribune, is now possible.

Christened with Champagne

Lady Ramsden recently christened the Gerrards Cross and Chalfont motor fire engine. "Victory" was the apt name given to this useful acquisition to the parish, being indicative not only of the successful conclusion of the war, but also the glorious result of a long struggle to provide an efficient means ready at hand for combating fire. The motor engine and brigade arrived near Latchmoor Pond, on the common, and Lady Ramsden, who was accompanied by Sir John, was welcomed.

Lady Ramsden then placed in position the brass plate bearing the name "Victory," and afterwards christened it by breaking a bottle of champagne over the bonnet. Following this interesting ceremony, the brigade gave a display, showing the capabilities of the engine. — The Fireman, London, England.

"Not Often Enough"

City Fire Department,
Manistique, Mich., Oct. 12, 1920.

Fire Service,
New York.

Gentlemen — Enclosed find check for the amount of $2.50 to cover my subscription to your very interesting paper.

I could not do without it and the only fault that I can find with it is that it ought to be published twice a week instead of once. Respectfully yours.

C. E. Underwood, Chief.

NEW HOSE-DRYING SCHEME

Fifty-Foot Lengths Will Be Hung in a Deep Well

The addition of a well to the plans for the new South Tacoma, Wash., fire hall brings the designs to a point where immediate action can be taken on the building, according to Comissioner Fred Shoemaker. The plans were complete with the exception of provision for drying the 1,500 feet of hose. Commissioner Shoemaker held for a rack, along the ordinary incline scheme, but found it impossible to design a rack to handle the amount of hose the station uses.

Fire Chief E. C. Carlson thought a tower in which to suspend the wet hose would be the preferable plan. However, a tower would have to be at least 28 feet in height to handle the 50-foot lengths when doubled for dripping and it was thought this would make the new station unsightly.

M. J. Nicholson, assistant building inspector, who is drawing up the plans for the station, then came forward with the suggestion of digging a well in which to suspend the drying hose. The new station will be 16 feet high and it is planned to build a tower at the rear of the building to extend four feet above the roof. A concreted well will be constructed under the tower deep enough to permit a 50-foot hose being hung by folding it once at the middle.

The structure is to be one-story high and 46 by 44.6 feet in width. The city will own a strip 20 feet in width between the rear of the station and the alley, which is in condition to be used in case it ever becomes necessary to enlarge the station.

Present plans call for accommodations for one piece of fire fighting apparatus but the space being arranged for a living room and dormitory for the firemen can easily be converted into additional space for equipment. The foundation will also stand an additional story in case the need arises. A police sub-station with two cells is included in the plans.

WANTS MUNICIPAL BON FIRE

Chief Avery Suggests an Improvement for Fire Prevention Day

If Chief Wesley N. Avery of the Worcester, Mass., fire department had his way fire prevention day would be something that would appeal to young and old, alike.

He would have a municipal bonfire, the materials for which would be rubbish that accumulates in the cellars, attics, yards, sheds, barns and business houses. It would be a joyous occasion for the small boy. It would be spectacular enough to satisfy the more staid members of the human race. It might, probably would, be the means of saving much fire loss. It could be made a worthwhile holiday.

Fire prevention day is a time when people are urged to clean up their yards, their cellars, their attics and their storerooms. More fire is bred in rubbish than through any other cause in Worcester.

To prevent this Fire Chief Wesley N. Avery has a corps of inspectors on duty every week day watching to ward off conditions that will develop fire. At the close of the last fiscal year of the department nearly 50,000 inspections had been made.

Chief Avery said the other day that he has long advocated having a city bonfire at least once a year. His plan has been to provide some vacant lot where householders might carry or have carried their burdenable refuse — old papers, cast-off mattresses, ancient window shades, and things of that sort.

After a week's time, when the pile had grown large enough and a thorough cleaning of the city had been given, it was the chief's idea to set the pile ablaze and destroy the whole mass under the supervision of firemen who would keep the fire within bounds and under proper subjection.

He felt it would do the city good and would help immensely in cutting down the annual fire loss.

Former mayors have found obstacles or have been apathetic over the plan. Chief Avery has met with rebuff so many times he has not yet taken the matter up with Mayor Sullivan.

All fires, Chief Avery said, are primarily due to carelessness. He could not think of a fire that did not have carelessness as a fundamental. Large or small, there entered into the cause somewhere an element of carelessness.

Chimney fires formerly caused the Worcester department much annoyance, but for some reason there have not been so many in the past two years. Chief Avery said chimney fires seemed to appear like an epidemic. Of course in the winter when furnaces are kept constantly burning and roaring fires are lighted in fireplaces choked chimneys will smolder and later cause trouble. It remains to be seen what will happen this winter.

APPEAL THROUGH NEWSPAPERS

Swampscott Firemen, Supported by Chief, Explain Working of Platoons

The Lynn, Mass., Telegram-News, Oct. 2, said:

It has been the intention of the firemen of Swampscott to present their arguments for the two-platoon system to the voters by circular letter during the latter part of October, but in response to the request of their friends they have also consented to present their ideas through the press at this time in order that the citizens may fully understand what they desire and why.

The main thing that the firemen seek, according to their spokesman, is better working conditions. They feel that with the adoption of the two-platoon system this can be obtained and at the same time the town will be far better protected during the 24 hours than it can be under the present system.

The matter is placed on the ballot for the State election instead of on the warrant for the annual town meeting, because the law itself prescribes that it must be acted on at the State election if at all. Last year 36 cities and towns adopted the two-platoons and have been working under its provisions during the present year. Should it be adopted in Swampscott it will take effect on Feb. 1, 1921.

Under the present conditions each of the eleven men in the department works 21 out of 24 hours, or to be more exact, is on duty at the engine house all that time, three hours being allowed for meals.

Every fifth day each of the 11 men has a day off. As a result there is an actual working force of nine men, the chief and deputy chief included, but during meal hours, vacations, etc., this number is greatly reduced.

Under the two-platoon system one force comes on at 8 a.m. and goes off at 6 p.m. The night shift comes at 6 p.m. and goes off at 8 a.m. The men bring their meals with them to the house and are therefore on continuous duty during their shift. Every sixth day the men stay on duty for 24 hours, thus allowing the opposite shift to be off duty that length of time.

In other words there is a day off in six, without any lessening of the force on duty. Rules and regulations adopted by the Board of Engineers govern what the men may do on their days off.

In case of a conflagration all men off duty, shall report.

The experience of cities and towns using the system has been that large fires are better covered under the new system than under the old and that the men have been keen to respond to extra calls, as an evidence of their good faith and appreciation of the better working conditions.

Before starting their petition the men of the Swampscott department consulted with Chief Warnock as to the number of men necessary to put the plan into effect and found it could be done with the addition of five men. This would give a working force of eight men on duty at all times, right through the 24 hours, with no loss of man power during the hours for meals which must necessarily cover a period of actually nine hours, so that every piece of apparatus leaving the house at any hour of the day or night would leave with a full equipment of permanent men.

To sum up, for an additional expense of $9,000, the town can give the men improved working conditions, such as the average man expects as his right, can be better and more fully protected and the department can be placed on the highest plane of working efficiency.

The firemen will be glad to answer any question relative to the proposed law that may be asked by the citizens and will do all in their power to enlighten the voters so that they may vote intelligently upon the matter.

At the same time they ask that each citizen consider his own working hours and conditions and then decide whether the request is not a reasonable one and one that should receive his favorable decision.

New Apparatus

Recent deliveries of Buffalo Chemical Fire Extinguisher Co. include service trucks to Depew, and Lancaster, N. Y., combination chemical and hose outfits to Gowanda, and Orchard Park, N. Y., Coopersburg, Union City and Freedom, Pa., and two each to Depew, N. Y., and Sharpsburg, Pa.

Triple combinations went to Warsaw and Elba, N. Y.

Mr. Jacob F. Moore

The Prospect Mfg. Co. of Prospect, Ohio, has announced the death on September 5 of Mr. Jacob F. Moore, the president of their company.

BURNINGS BY "NIGHT RIDERS"

Ku Klux Activities in the South to Force Up the Price of Cotton

Federal prosecution of "night riders" and others responsible for the burning of cotton and cotton gins in the Southern States will be ordered if an investigation ordered discloses violation of any Federal laws.

Department of Justice agents at Washington have been instructed to investigate and report immediately instances where Federal laws appear to have been violated. In most cases, officials believe, the outrages have constituted crimes only under State laws, but the investigation was ordered when it was indicated that there might have been interference with shipments in interstate commerce.

The shooting to death on Oct. 11 of a negro guard at a cotton gin in Arkansas, numerous fires of undetermined origin in which cotton has been destroyed, and widespread threats of night riders to burn gins whose owners ignore warnings to discontinue operations until the staple reaches a price of 40 cents a pound, have resulted in the issuance of proclamations by Governors Brough, of Arkansas, and Kilby, of Alabama, and statements of their position by Governors Dorsey, of Georgia, and Cooper, of South Carolina.

Gov. Brough, upon being advised of the shooting of Nora Canada, in Lonoke County, issued a proclamation, citing the killing and "lawlessness in some of our counties growing out of the prevailing low price of cotton." The Governor called upon the State Adjutant General and sheriffs of counties "where there are likely to be disturbances," to use all power at their command to "suppress these night riding outrages." Posts of the American Legion also were urged to co-operate with the authorities.

The killing of Canada had been regarded by the authorities as a possible outgrowth of night riding activities, as the owner of the gin at which the negro was killed, is said to have received a warning to close it. Two negroes have been arrested and charged with the killing, however, and one of them is said to have confessed that the motive was robbery, refuting the theory that the shooting was an act of night riders.

In a proclamation citing the burning of gins and gin houses in Alabama, Governor Kilby has offered a reward of $250 for the arrest and conviction of any person guilty of the destruction of property.

Gov. Cooper, in a communication to I. W. Harris, Solicitor of the Tenth Judicial Circuit of South Carolina, deplored the acts of "fanatics" and gave assurance that should any situation develop which would require extra effort on the part of the State he would not hesitate to order it.

Investigations by the Alabama Fire Marshal reveal that the burning of storehouses and cotton gins in the northern part of the State was the work of incendiaries.

Fanatics who believe that the holding of cotton will boost the price set fire to a store and gin in Hanceville, Morgan County, and to a cotton gin in Cullmen County.

State Fire Marshal W. J. Williams in a public statement says that those behind the movement of coercion are bold in their efforts, and, in some instances, the warnings to cotton growers and storekeepers who buy the staple from the farmers have been delivered in person. Every power that the State has, with the exception of the militia, is at work trying to run down the night riders and those who are posting the warning notices to prevent the picking of the cotton until it reaches 40 cents a pound.

The entire strength of the State law enforcement department is at work in the section where the burnings have taken place. It is believed that the threat of Gov. Kilby to throw the entire State militia around the section where the torch has been applied has had the desired effect.

MUNICIPAL CHIMNEY SWEEP

The Admirable Innovation Introduced by St. Joseph, Missouri

Joseph McBeth, Inspector, Fire Prevention Bureau, St. Joseph, Mo., writing in the American City Magazine, says:

Without doubt one of the well-known causes of destruction of property by fire is the defective flue, especially through sparks from the chimney igniting the wooden roof.

The destructive spark is born of the unnecessary accumulation of soot in the chimney due to failure to clean the chimney at proper intervals. This hazard can be reduced to a minimum and most of the existing defects within the chimney discovered and necessary repairs promptly secured, if an ordinance creating the office of Municipal Chimney Sweep is enacted.

The city of St. Joseph, Mo., was probably the first city in the country to pass an ordinance creating this office. The Municipal Chimney Sweep works in conjunction with the Fire Prevention Bureau, and within the last year it has not been necessary to serve a warrant to compel anybody to clean a chimney or make repairs, for after once being warned, house owners were glad to take care of the work, as the ordinance includes a penalty for non-compliance.

The Municipal Chimney Sweep of St. Joseph reported that in 1917 2,700 flues were cleaned and 800 defective flues repaired. In 1918 there were 1,500 flues and furnaces cleaned, 140 defective flues found, and 95 repaired. The report for 1919 shows 956 flues cleaned, 122 defective flues discovered, and 80 repaired.

A comparison of the 1918 and 1919 record of flue fires in St. Joseph is interesting. In 1918 there were 95 flues which burned out. Sparks from flues caused 80 fires, and defective flues, 36.

The report for 1919 shows a reduction to 75 in the number of flues which burned out, fires caused by sparks, 74, and defective flues discovered, 16.

All of these sparks from defective flues caused fire department runs. In some cases the flues burned out with no loss, and in others there was a small loss. It is expected that this year there will be a still further decrease in the fire hazard from flues, because of the rigid inspection and cleaning.

A complete copy of the ordinance which has caused so much satisfaction in St. Joseph is reproduced herewith:

Section 112. Office of Chimney Sweep created:—There is hereby created the office of chimney sweep.

Section 113. Appointment—Term of Office—Bond:—At the first stated session of the common council every two years, it shall be the duty of the mayor to appoint, by and with the advice and consent of the common council, some suitable person to fill the office of chimney sweep, who shall hold his office for the term of two years, and until his successor is appointed and qualified. Said chimney sweep shall, before entering upon his duties as such officer, execute a bond to the city of St. Joseph, with surety to be approved by the comptroller, in the penal sum of $100, conditioned for the faithful performance of his duties as prescribed in this ordinance, or as may hereafter be defined by ordinance.

Section 114. Duties — Compensation: — It shall be the duty of the chimney sweep to sweep and clean in a faithful manner, once in each year, all chimneys within the limits of the city which have been in use at least six months prior to the date of such cleaning, and he shall be allowed to his own use for said cleaning and removing from the premises the soot, dirt, or other matter taken out of said chimneys, the following rates, to be paid by the owner of the building, viz.: for cleaning each chimney as aforesaid, in a one-story house the sum of 25 cents; for cleaning each chimney, as aforesaid, in a two-story house, the sum of 50 cents; for cleaning each chimney, as aforesaid, in a three-story house, the sum of 75 cents; for cleaning each chimney, as aforesaid, in a four-story house, the sum of $1, and 25 cents for each additional story.

Section 115. Defective Flues to be Repaired:—It shall be the duty of the chimney sweep, wherever he shall have knowledge of a defective flue in any building in this city, to report the same, without delay, to the superintendent of buildings; and the said superintendent of buildings is hereby authorized and required to notify, in writing, the owner of such building of the existence of such flue, and to have the same repaired or remedied without delay; and if such owner fail or neglect to repair or remedy such defect within twenty-four hours after receiving such notice, he shall be liable to a fine of not less than $20 or more than $100, and to a like fine for each and every day the same shall remain unrepaired.

Section 116. Chimneys to be Cleaned:—It is hereby made the duty of the owner or occupant of any building within the limits of the city to have the chimneys and flues of any such building swept, cleaned and the soot, dirt and other matter taken out of said chimneys and flues, and removed from the premises by the chimney sweep at least once in each year; any owner or occupant of a building who shall refuse or fail to have the chimneys and flues of such building cleaned by the chimney sweep, as required of him in section 115 of this ordinance, shall be deemed guilty of a misdemeanor, and upon conviction shall be subject to a fine of not less than $5 nor more than $10.

Section 117. Chimney Sweep to Have License:—No person shall carry on the business of chimney sweep without first taking out and having a license therefor. The charge for such license shall be $50 per annum, and no license shall be issued for a less time than one year. Any person violating the provision of this section shall be deemed guilty of a misdemeanor and upon conviction shall be punished with a fine of not less than $50 and not more than $100.

"Do you think Gladys was surprised when I proposed to her?" inquired the happy youth. "About as surprised," answered Miss Cayenne, "as a candidate who has received formal notification that he has been nominated." — Washington Star.

SERVICE NEWS FROM EVERYWHERE

New England States

Thomas D. Lavalle, counsel for the members of the Boston fire department, opened the campaign for the adoption of the two-platoon system, which will be voted upon at the coming election, at a meeting held under the auspices of the Young Men's Democratic Club of Dorchester. "Boston firemen are entitled to the same consideration in the matter of working hours which the firemen of 32 other cities and towns in Massachusetts have," he said. "The demonstration Saturday proved that in morale, efficiency and fire fighting ability, the firemen of Boston are without equal in the country. Their efficiency has never been impaired, no matter what the change in working hours. The women of the city will have a great interest in the two-platoon system, because it is the humane measure marking an advance in the welfare of those who work. There is no reason why the fireman should not be put on a level with other workers in regard to a day's work."

Boston firemen, who have been actively campaigning in behalf of two-platoons, submitted more than 45,000 signatures in their appeal for a referendum in the fall elections. Fifteen thousand certified signatures were necessary. The Election Commissioners completed the certification of 18,211 names and announced that their work had been finished. It was one of the hardest jobs of the kind that the clerks had ever accomplished. Though beaten at the polls last November by 5,446 votes, the firemen are confident that they will succeed this year. They are relying largely upon the woman's vote, believing that women in general will sympathize with all workers who are obliged to spend so many nights away from home. Last year Mayor Peters's opposition to the movement was strengthened by the bunk of the Finance Commission and the Good Government Association. The vote was 37,600 in favor and 43,051 against.

It was announced that Fire Commissioner Willard W. Estabrook of Brookline, Mass., through the recent acquisition of new men, now has his department so manned that the two-platoon system, voted at the annual town meeting in the spring, may be put into effect shortly. A drill school will be conducted at Station E on Devotion street in the Coolidge Corner section. Classes will be organized with about eight men in each. The men will be taught the practical handling of all tools and equipment used in the department.

Through an order issued by Chief Engineer Sewall M. Rich of the Somerville, Mass., Fire Department, that in the future no more work can be done on automobiles, during duty hours, a few of the firemen of the city, who have been working as public repairmen, repairing automobiles while on duty at fire stations, will lose their side line. The order issued is as follows: "Members are forbidden doing any work upon motor vehicles other than the property of the city, during duty hours. Permission may be granted to members by the chief engineer only to do repair work upon personally owned cars presenting evidence of ownership and then only on their off time. Any infraction of this rule, which must be immediately reported to this office, will nullify the privilege enjoyed under the order." The reason for the issuance of the order is said to be due to a complaint from one of the large garage owners of the city, whose business had fallen off to such an extent that the proprietors made an investigation and learned that a lot of the work that had previously been done by them was being performed in the yards and streets adjoining three of the eight fire houses in the city. Among the men who are said to have the work done by the firemen are politicians and city officials. A member of the Board of Aldermen, who found firemen working on three cars in front of a fire house one afternoon recently, is said to have also registered a protest against the men competing with day labor. A roofer in the western section of the city is contemplating registering a protest against firemen roofing houses on their time off, while considerable talk has been made about another officer who has been about the city with a plasterer's wagon, doing odd jobs on stores and tenement houses, and, according to one city official, this officer worked on a job at the Somerville City Hall. Several business men have said they do not object to firemen roofing their own homes or buildings of their brother firemen, or doing plastering jobs for themselves or other firemen, but they do protest against them going out and competing with day labor.

Four policemen and one member of the Fall River fire department are sharing in rather a substantial manner in the special payments being made to ex-service men, making up the difference in what they would have received at their municipal jobs. Thomas Hutchins leads the list with $1,333.86 and Patrick H. Shea receives $1,152.54. Arthur E. Cote will be paid $309.49, and Raymond P. Murphy is to be paid $277.40, and James F. Powers, of the fire department, $349.92.

Five dollars a day, seven days a week, is the present salary of a private in the Holyoke, Mass., fire department, but $6 is a better figure the men believe and accordingly the fire commissioners received petitions, one from the men asking the $1 increase and another from the two deputy chiefs who want $600 increase. The two deputy chiefs received $2,400 each and if granted the advance asked would give them $3,000 a year. The first deputy chief now receives $2,750 and did not petition for an increase. Chief P. J. Hurley's salary is $3,600 and he did not ask an advance, also the captains and lieutenants did not petition. The Fire Board laid the petitions on the table for further consideration and it is probable that the question will be taken up with Mayor Cronin and the finance committee.

Replaced by motors, the last two horses to draw apparatus in the Danbury, Conn., fire department ended their service in that department and after their photographs were taken, were driven to the city's filtration plant in Beaver Brook district, where they were turned over to the public works department, which can find plenty of use for them.

Chief William C. Green of the Concord, N. H., fire department, who successfully holds down nine other positions, declined an election as president of the New Hampshire Firemen's Association at the annual convention. Mr. Green had served a term as president before, and upon his withdrawal the convention elected Fred M. Dodge, of Penacook.

After one of the hottest fights in seven years, the Massachusetts State Firemen's Association elected their officers for the ensuing year, with Chief Fred A. Leonard of Taunton holding the leading place, as the president of the organization, and Daniel J. Looney of Boston secretary, Mr. Looney having been the acting secretary since the death of D. A. Burt. The nominating committee brought in the names of Fred A. Leonard for president; Harry Hilton, of Gloucester for the first vice president; A. F. Young of Newburyport, for second vice president; Daniel J. Looney of Boston, secretary, and H. R. Williamson of Worcester as treasurer. Chief Fred A. Leonard was elected by a rousing acclamation. Though the committee offered the name of Mr. Looney as the popular candidate, exceptions to that nomination were taken by Chief Johnson of Waltham, and his exceptions precipitated a half hour of excited speech-making all over the house, few of the speakers being in favor of Mr. Johnson's nominee, Chief John B. Doyle of Newton. The matter was finally left to a committee of five who distributed ballots for the organization to cast a general vote. As a result of the vote, 379 ballots being counted, Mr. Looney received 291 votes and Chief Doyle 88. It was voted to make unanimous the choice of Secretary Looney. Harry Hilton of Gloucester, elected first vice president, is one of the youngest men at the convention; and A. F. Young, his second vice president, is also a young man. It was voted to increase the salary of the treasurer from $400 to $600; also that the financial year begin on Sept. 1. It was stated by Edward Coveney of the commissioners from the association of the $18,000 firemen's relief that $2,400 had been paid out for the children of firemen the past year. He called attention to the importance of making records at firemen's headquarters of injuries sustained by firemen while in the performance of their duty.

Middle Atlantic States

The N. Y. Evening World prints the following letter: "I would like to contradict you in a statement printed in a recent news article which says that the law allows the widow of a New York fireman half his salary as pension. I'm afraid you have been misinformed, for a fireman's widow receives only $300 per year from the city for pension, and this expires in the event of her re-marrying. I can give you two instances of firemen's widows receiving $300 per year pension who are both acting as matrons in fire quarters. They do not receive any pay from the city for their duties as matrons, but are paid by the men in the houses out of their salaries. I would be grateful to you if you would publish this correction, so as to let your readers know the real situation. M. Kessin, Jamaica, L. I., Sept. 28, 1920."

Former Deputy Chief Thomas Lally, whose career as a New York fireman for forty-seven years, was filled with many adventures and who was, in point of service, the oldest fireman in the department at the time of his retirement in 1917, died Oct. 14 at his home, 175 Adelphi street, Brooklyn. He introduced and maintained new methods for raising the standard of the fire department in that borough. Chief Lally was born in Ireland seventy-two years ago. He was appointed a fireman in 1870. He was an assistant foreman in 1873; foreman in 1881; Chief of Battalion in 1884 and assigned to the Fifth Battalion on the west side in Manhattan and Deputy Chief in 1900 and assigned to the 13th Division, Brooklyn. He took command of the Brooklyn and Queens forces in 1904 and remained in that post until his retirement on December 31, 1917. At the time of his retirement, Commissioner Adamson said of him: "As an officer and a disciplinarian Chief Lally has few equals, and at fires he was a veritable inspiration to all his men."

Fire Commissioner Drennan's efforts to obtain an additional roster of 25 inspectors of combustibles and 20 more Fire Prevention Inspectors in New York met with partial success before the Finance and Budget Committee of the Board of Estimate, when the Fire Department Budget for 1921 was under consideration. The partial success is as follows: Fifteen more Inspectors of Combustibles, at $1,800 a year, and ten more Fire Prevention Inspectors, at $1,572. In substantiation of his claims for more help in the Bureau of Fire Prevention Mr. Drennan told the members of the committee that the Fire Prevention Bureau was badly undermanned, and he thought the responsibility of a light force for an all important work should not longer be put up to him. "Why didn't you ask for these men last year?" asked Borough President Curran. Mr. Drennan said he did, but the requested appropriation was denied. He continued to say that many more inspections have to be made due to the erection of garages, loft and factory buildings. He said he needed the inspectors of combustibles for the proper regulation of that commodity.

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According to officials Troy's new fire alarm and police signaling system will be ready for service about March 1. Work is now progressing on the headquarters for the new system, which building is to be located at Seventh avenue and State street. The contract calls for the completion of the work on the structure, Dec. 1, and immediately thereafter the work of installing the recording apparatus will take place. All of the material required for the installation of the fire and police system is now being manufactured in the various plants to which contracts have been awarded. The wires and cables have been made. Tests on the material were conducted and satisfactory reports as to the physical and chemical properties have been received by P. H. Corbett, superintendent of the alarm system. Most of the material for the headquarters building is now completed and the manufacturers are awaiting work from the city engineer as to the date he will require shipment. With the inauguration of the new alarm system the public alarm arrangement will cease to exist. With the silencing of the city hall bell, as well as the smaller bells in other parts of the city, it is anticipated that many Trojans who have counted the "box" and chased to fires will find inconvenience in carrying out their hobby under the new system. This arrangement has its merits, however, in not attracting large crowds to fires and is endorsed by some of the most prominent fire chiefs in the country.

Thirty-five linemen in the New York Fire Telegraph Bureau received the prevailing rate of wages of $2,400 per annum and also back pay to March, which is said to be about $400. The cable splicers are also on the $2,400 basis. The employes of the Fire Telegraph Bureau are now a part of organized labor. It is said that a "no strike" clause is embodied in their charter. The reason for affiliating with labor, according to those who claim to know, is to obtain the prevailing rates of union wages and bring about a fair and equitable adjustment of the salary schedule in the Telegraph Bureau. There are fifteen different salaries paid to the Fire Telegraph Dispatchers. At a meeting of the Finance and Budget Committee, Comptroller Craig expressed his intention to bring about a more even schedule of the salaries paid in the Telegraph Bureau. "Men who are doing the same work should be paid the same salaries," the Comptroller said.

Figures presented to Commissioner Hendrick in Washington, D. C., by Fire Chief Watson show that even with the increases granted by Congress last year, privates of the Washington fire department are paid less than firemen in most big cities of the country. The Commissioner has not had an opportunity to study the figures, and it is not known whether he intends to ask his colleagues to recommend pay increases to Congress this year. It is expected that Maj. Harry L. Gessford will refer to police salaries when he submits his annual report to the Commissioners. Including the $120 bonus, local firemen are now paid as follows: Privates, class 3, $1,780; class 2, $1,680, and class 1, $1,580. Here are the salaries paid the same grades in other places: Boston—Class 33, $1,800; class 2, from $1,600 to $1,700, and class 1, $1,400 to $1,500. Buffalo—Class 3, $1,800; class 2, $1,740, and class 1, $1,620. Chicago—Class 3, $2,000; class 2, $1,940, and class 1, $1,640 to $1,820. Cleveland—Class 3, $2,004; class 2 (no data), and class 1, $1,700. Detroit—Class 3, $2,160; class 2, $1,960, and class 1, $1,840. Jersey City—Class 3, $2,000, and classes 2 and 1, $1,700. New York—Class 3, $2,280; class 2, $1,980, and class 1, $1,769. Philadelphia and Baltimore are below Washington. The former pays private class 3, $1,610; class 2, $1,490, and class 1, $1,370. Baltimore pays privates $1,500. Men assigned as engineers and assistant engineers in the above mentioned cities receive considerably more than the private. In Washington the work of engineers and assistant engineers is done by privates of class 3 or 2.

The Review of Atlantic City, N. J., says: "Twenty negroes are in training for enrollment as city firemen and it is reported that a colored company will be formed to take over the West Side fire house and that the members of that company will be shifted to the recently completed fire house in South Pennsylvania avenue. If the negroes are put on the department it will be the first in the city's history that colored men have been placed on the department, the present quota of 15 men and officers being all white men. The new applicants have had their first drill in the drill yard at Indiana and Grant avenues. Chief of the Fire Department John Barnett said: "The enrollment of men for drill is a new rule. It is the plan, under the new system now being inaugurated, to receive applications of colored and white men for appointment to the service and have them drill in advance of being assigned for duty. If a colored company is formed it will consist of 14 men, seven to each shift."

Southern States

A. P. Hammond, for the past few years assistant fire chief of Moundsville, W. Va., was selected by city council as Moundsville's new fire chief. He succeeds Russell Lowe, resigned.

The Commercial of Pine Bluff, Ark., says: "Unless the city can find a means of increasing its revenue in order to increase the salaries of the city firemen, the fire department which is now composed of 13 men is liable to be reduced to a chief and an assistant chief and the city will have to resort to the old volunteer system of fighting fire. Five members of the fire department have turned in their badges to Chief A. C. Breiner with the statement that they could no longer afford to work for the small pay given them. It was rumored that virtually all the other members of the department were on the eve of doing the same thing. Chief Breiner summoned Mayor M. C. Hollis who induced the men to remain at work until the City Council meets, at which time it is hoped that some means will be found to raise the money needed to pay the firemen better wages. For several months Mayor Hollis, City Clerk W. A. Lee and City Collector Simon Bloom have been working upon an ordinance which will provide an occupation tax for Pine Bluff. Schedules adopted at Birmingham, Ala., Little Rock, Fort Smith and Hot Springs have been studied and copied in part and it is understood that the proposed ordinance is ready to be submitted to the City Council for consideration. The schedules have been placed as low as possible and it is expected that about $10,000 or $15,000 will be raised under the schedules provided. This, it is believed, will make the tax upon the individual firms so low that no one will complain, inasmuch as it is a fact that the city must have more revenue if life and property in the city is to be protected. The present salary of the hosemen and drivers on the fire department is $90 and $100 per month. The firemen must buy their own uniforms and are kept on duty 24 hours each day. Many of them are men who have been on the department for a number

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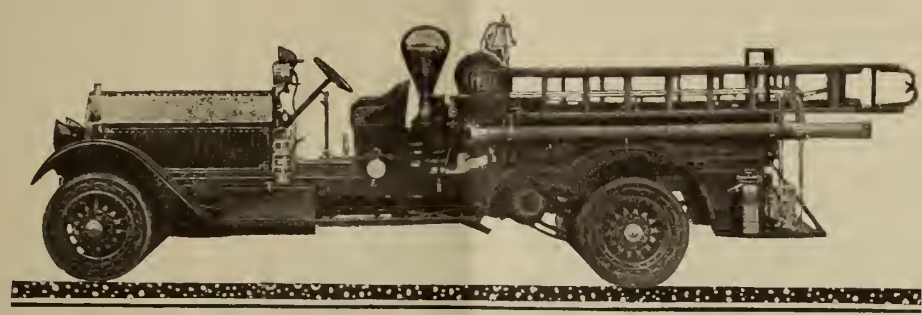

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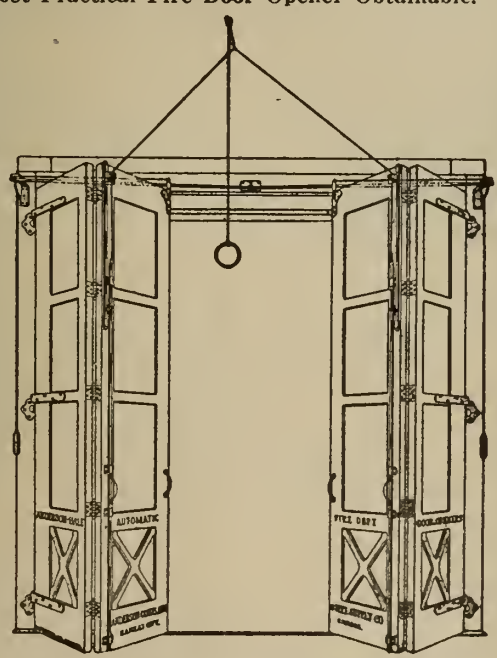

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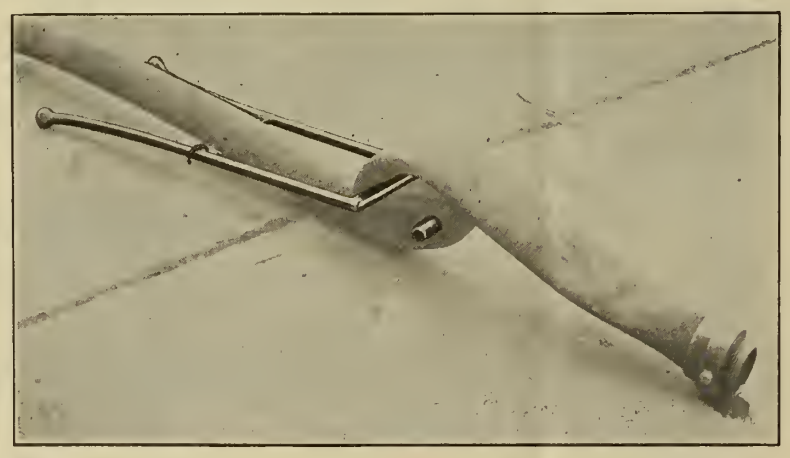

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of years. If they should quit and take other jobs at higher pay and shorter hours it will be necessary to employ inexperienced men and it will be difficult to get any kind of men at the present wages. The members of the fire department have had only one increase in pay since the war began, while members of the police department have had two wage increases since the firemen received theirs and the patrolmen now get $125 per month. Even at this pay it is hard to keep men on the police department and more revenue is needed for both the police and fire departments. It was denied that the city firemen were planning a strike. "They are simply tired of waiting for the increase in pay which they have been promised and have determined to quit and take better positions," said a member of the fire department."

Middle Western States

The Kansas City Journal in a dispatch from Columbia, Mo., says: "A fire department of two men is 'protecting' Columbia. Firemen here work nineteen and one-half hours a day at a rate of 13.7 cents an hour, according to T. M. Walden, chief, and following resignation of all of the force except himself and his assistant, he has been unable to fill the vacancies at this rate. It is feared that unless the efficiency of the department, which is one of the best equipped in the state, is not raised at once, insurance rates here will be increased."

Timothy Donahue, for the past two years the chief of the East St. Louis fire department, has resigned his post to accept a similar office in the department being organized at the National Stock Yards and financed by National City industries, including the packing plants.

Six hundred students of St. Mary's parochial school were out of the building in less than two minutes when fire was discovered in the school's attic. The calm manner in which the students left the building, with not a break in the ranks, was a surprise both to the instructors and firemen.

"Jim" and "Dick," last team of fire horses in Canton, Ill., were sold at auction during the horse show. The purchaser is Charles Schaeffer of near Fiatt and the price for the team and harness was $307.-50.

In case of fire every school building in Watertown, S. D., can be emptied of all children and teachers in less than a minute's time after the sounding of the fire gong. This was demonstrated in fire drills at each of the schools, held under the supervision of Fire Chief William McLaughlin and Supt. of Schools T. A. Harmon. It was part of the program of fire prevention day. The report on the school fire drills will be sent to the state fire marshal by Chief McLaughlin.

The firemen of Mason City, Ill., published the following: "To the Citizens of Mason City — We, the members of the City Fire Department, wish to make the following explanation of our troubles with the City Council. Owing to the increased cost of living, we, on the first of July, last, made a request of the City Council for an increase in pay of $25 per month. Later we lowered that to $20 per month and consented to a reduction of our force to the point whereby the pay roll would be about $100 per month less than it is at the present time. The fire commissioner, Mr. Koch, on Oct. 1, agreed to this in a joint meeting of a committee from the Chamber of Commerce and ourselves, but requested that we wait

until Monday, Oct. 4, to enable him to put it up to the council meeting, to be held at that date, to which we consented. At 1 o'clock on Oct. 4 he notified us that the council had refused to accept the proposition and accepted our resignation. A committee from the Trades and Labor Assembly asked that we wait until 6 p.m. to enable them to get in touch with the Chamber of Commerce committee and being unable to locate any of the City Commissioners was unable to reach any settlement. So after waiting until 6 o'clock as per our agreement with the Trades and Labor Assembly, we all went home. We are sorry that this had to happen but feel ourselves justified under the circumstances." A force of volunteers was immediately requisitioned. The firemen stated, as they went out, that they would aid them, should a big fire break out.

Leo Lynch was chosen chief of the East St. Louis fire department to succeed Timothy Donahue, who tendered his resignation. The appointment of Lynch is no surprise, as he is regarded as a highly efficient man in the department. He has been serving for two years as assistant chief and was in direct line for promotion. James M. Ames, third assistant, will succeed Chief Lynch as assistant. He has been a member of the department for over ten years.

The Ellendale, Minn., fire department nominated six new members to bring the membership of the department up to 20. Heretofore 16 men have been sufficient to handle the apparatus, but with the recent addition of a new chemical engine more men are necessary.

Families of police and firemen killed in the performance of duty will be paid $5,000 by Cleveland, Ohio, under terms of a proposed ordinance introduced by Councilman John M. Sulzmann.

Major W. C. McChord of the war department's Chicago headquarters was to leave Minneapolis recently in an airplane flight over timbered sections of northern Minnesota. He arrived in Minneapolis after a flight from Chicago. If the trip is found by Major McChord to demonstrate a practical means of patrolling the northern woods to prevent spread of forest fires, airplane patrols will be recommended. Two companies of 130 men and 8 officers each would be employed in the service, he said. The work, according to Major McChord, will also be a means of training aviators.

The Chicago American says: "A shoemaker's wife never has any shoes and a carpenter's wife never has any carp, and a fire department never has any luck with its own fires. Ask Assistant Fire Chief John Schultz of Winnetka. He waited three years for a fire alarm and when it came he didn't hear it. He was unconscious from the fumes of a fire extinguisher and the fire engine house was burning brightly over his head. He was saved, but the fire house was a total loss."

Elmer Harold Frahm, 22 years old, of 2012A Sidney street, an elevator conductor at the Victoria Building, St. Louis, made a written confession to the police that he started three fires on the ninth and tenth floors of that building and that he also started a fire on the tenth floor August 6, 1919. An insurance adjuster told the police the 1919 fire caused more than $100,000 damage. Frahm in his confession said he kindled the fires to get even with William Sacks, owner of the building, because Sacks refused to increase his salary from $70 to $80 a month. He said he could not tell why he started the fire in 1919, as he

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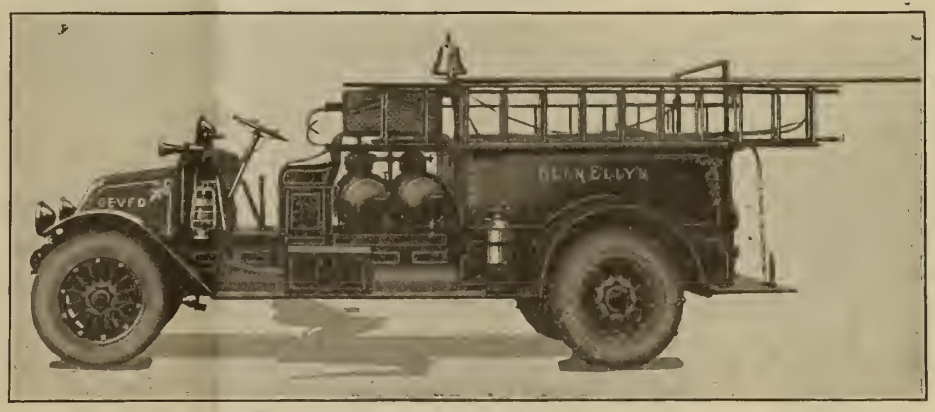

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61-69 Carroll Street BUFFALO, N. Y.

Fitchburg, Mass. — Public Safety Committee has recommended purchase of fire truck at cost of $8,700.

Thompsonville, Conn. — Purchase of new chemical truck was voted upon unanimously.

"Betcher!"--

There's a Globe Suit worn by someone in YOUR fire department. If not, you'd be pretty lonesome if we lined up those who do and don't. If you want the most comfortable winter you ever had fighting fires, get one.

Send for Prices Samples and Information } **Free!**

THE

GLOBE SUIT

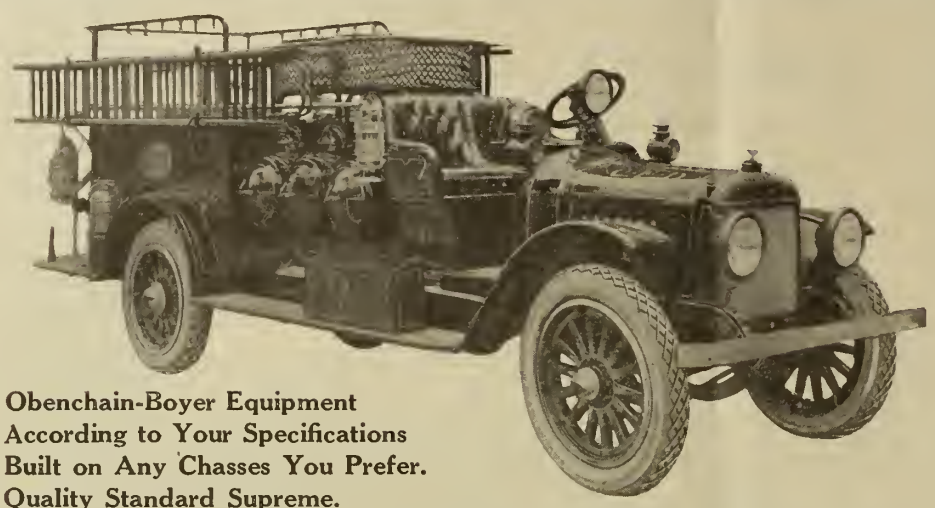
Coat (35 inch)	No. O interlining	$9.00
Coat (35-inch)	No. OX "	11.00
Pants, No. O	"	8.00
Pants, No. OX	"	10.00

Longer coats 50c extra for each 5 in. or fraction.

Guaranteed absolutely waterproof and warm. Will not crack. OX interlining will not stiffen in the cold.

Globe Manufacturing Co.
Dept. F
PITTSFIELD NEW HAMPSHIRE

TRIPLE TANK OBENCHAIN-BOYER COMBINATION CHEMICAL



Obenchain-Boyer Equipment
According to Your Specifications
Built on Any Chasses You Prefer.
Quality Standard Supreme.

Send for Catalogue. The Obenchain-Boyer Co. Write Now.
LOGANSPORT, IND. "The 100 Cents on the Dollar Apparatus"

EUREKA FIRE HOSE

For over 40 years Eureka Fire Hose has stood for the utmost in hose dependability. "Anything less than the best in fire hose is a losing investment."

United States Rubber Company

EUREKA FIRE HOSE DEPARTMENT

FIREMEN'S CAPS
UNION MADE
P. GOLDMANN, Inc.
Introducers of Non-Breakable Visor
Southern Office: 521 Godchaux Bldg New Orleans, La.
60 UNIVERSITY PLACE Phone, Stuyvesant 5093 NEW YORK

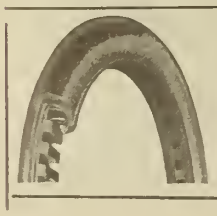
Only the DEAF FAIL to hear the SCREAM OF FIRE by
THE DENVER SIREN
Try it before you buy it
Catalogue S-11 tells how.
THE HENDRIE & BOLTHOFF M. & S. CO.
DENVER, COLORADO

Mercer, Pa. — Plans made for raising money to buy fire truck.

Lima, Ohio — Bids received for new fire hose rejected.

Akron, Ohio — Board of Control will soon award contract for new fire station.

Elmira, N. Y. — Purchase of three new alarm boxes authorized.



SPEED WITH SAFETY
is possible if your apparatus is equipped with
Dayton Airless Tires
Write for interesting booklet which tells of all types of fire apparatus tires.
Dayton Rubber Mfg. Co.
DAYTON, O., U. S. A.

STERLING ELECTRIC SIREN
The Alarm That Gets Action
The Best for Truck Use and General Fire Signals. Write Now for particulars.
INTERSTATE MACHINE PRODUCTS CO., Inc.
60 Allen St. Rochester, N. Y.

then had no grievance against the management of the building. He had been employed there three years.

After more than seven years' continuous service, Fred G. Bilkey, one of the first paid fire fighters of Muscatine, Ia., resigned his position as assistant chief. Bilkey and J. P. Maurath, present mechanician at the central fire station, were the first two men appointed on the paid fire department, July 21, 1913. Mr. Bilkey was the first driver of the truck donated to the city by the late P. M. Musser. This was the first piece of motorized fire-fighting equipment owned by the city. He was appointed assistant chief of the department Dec. 15, 1916.

The Minneapolis News in a dispatch from Memphis says: "Householders here are warned by one newspaper not to be frightened by the appearance of long-whiskered firemen should their homes catch fire. As an outgrowth of a firemen's strike here, barbers are refusing to shave non-union firemen."

A Memphis dispatch to the Little Rock Gazette says: "A wholesale 'hunger strike' was narrowly averted in Memphis. Several companies of new firemen who took the place of the union firefighters who walked out several weeks ago, threatened to quit in mid afternoon unless the city kept its promise to allow them $1 a day for meals. The firemen are working in 24-hour shifts and the city agreed to furnish food, then $1 a day in lieu of food. The secretary to Commissioner Edgar made a hasty drive to the various stations this afternoon and paid the men in cash."

School Telephone Alarms

While a survey is being made by the fire department to determine the probable cost of fitting out the schools with fire alarm boxes, the Chamber of Commerce, which is fostering the movement, is collecting statistics in regard to fire alarm boxes and their necessity in schoolhouses.

One of the replies to the request on the part of the Chamber of Commerce for information contains the following:

"I understand that a great dependence is placed on the telephones in giving alarms of fire from schools. This is a mistake. In most cases the telephone is left in charge of one of the keenest-minded school children, but even people with the coolest nerves become excited when there is a fire. They stutter, stumble, give incomplete information and hang up the receiver before the department can get complete information. In one city in New York, 35 per cent of the calls which come over the telephone in one year gave wrong instructions. With the fire alarm box there can be no error. After the hook is pulled the rest is done by machinery.

"Even at its swiftest the telephone is seconds slower than a box alarm. There is bound to be some wait for the operator—three or four seconds—ten seconds—even minutes when the operators are struggling with some unexpected overload. Then there is a slight delay while the fireman on duty answers and a further delay while he determines the correct number to ring in.

"In any fire the first few minutes are the most important. A few minutes' delay on the part of the fire department may make the difference between a small fire and a conflagration.

"But how much more important the first few moments in a school fire. There it is not so much a case of fire as is a possible panic. With firemen on the job early to help get the children from the building, many lives may be saved. Fire drills train the children, but panics are not things that

can be guarded against by any system of training.

"It needs only the additional consideration of partial or complete tie-ups of the telephone system such as occurred in New England a year ago when there was a strike of telephone operators to sum up a case against putting too great dependance on the telephone for such cases as emergency signaling to save life.

"Because of the splendid co-operation on the part of the telephone companies, the telephone has always been a valuable auxiliary to the fire alarm telegraph. But it is only an auxiliary." — Haverhill, Mass., Gazette.

Peculiar Rescue

Losing his balance after attempting to save his paint pot from spilling, Ray Martin, a 200-pound house painter of Stoughton, slid down the slanting roof of a house at 44 Quincy street, Roxbury, Mass., and for ten minutes clung to his perilous perch, 45 feet from the ground, by digging his fingers into the tar-paper roof covering until he was rescued.

Martin owes his life to quick thinking on the part of Hoseman Frank J. Punch of Engine 24. Hearing of Martin's plight, Punch ran to the attic of the house, ripped a plank from the floor and passed it to the painter.

Martin then gripped his fingers around a ten-penny nail in the plank, wound his hand around a clothes line passed to him by Lieut. John Hogan of Chemical 10 and held fast until Ladder 4 raised a ladder and brought him down.

Nothing but an indomitable dislike on the part of Martin to be dashed to death and the strength of his iron-sinewed wrists saved the husky painter from serious injury or death.

He was employed in painting the ridgepole on the roof of the three-decker at 44 Quincy street. About 2 o'clock, while dipping his brush in his pot, the can suddenly slipped and Martin, making a desperate grasp for it, followed it on its downward course.

As he reached the edge of the slant roof Martin grabbed at the tar paper covering and clung on. Then, with his pocket knife, he attempted to dig in and failing, took a firmer grip and shouted for help. Jacob Fein, a Devon street schoolboy, who was playing nearby and heard Martin shout, ran to Engine House 24 on Warren street and notified the fire department.

Lieut. John Hogan of Chemical 10, who was in charge for the day, informed by the messenger that a man was sick on the roof of 44 Quincy street, sent Hoseman Punch to the house to aid the sick man. Punch arrived and after seeing Martin's plight telephoned for Ladder 4.

Punch then ran into the house and peered through the skylight. Assured by Martin that he could not hold on much longer the fireman tore up a plank from the floor of the attic and thrust the end with the nail into it down to the painter. Martin grasped the nail and held on to an end of the board with Punch on the other.

Deny Strike

The call firemen of Billerica Centre, Mass., deny being out on strike. They claim they gave the chief of the department 30 days' notice that they would quit the department if their demand for an increase in wages was not granted.

The men say that when they presented their petition to the selectmen the original copy of their demand contained a paragraph to the effect that if they were not granted the increase they would leave the department in 30 days, but Chief Bartlett advised them to cut that part of the petition and they did.

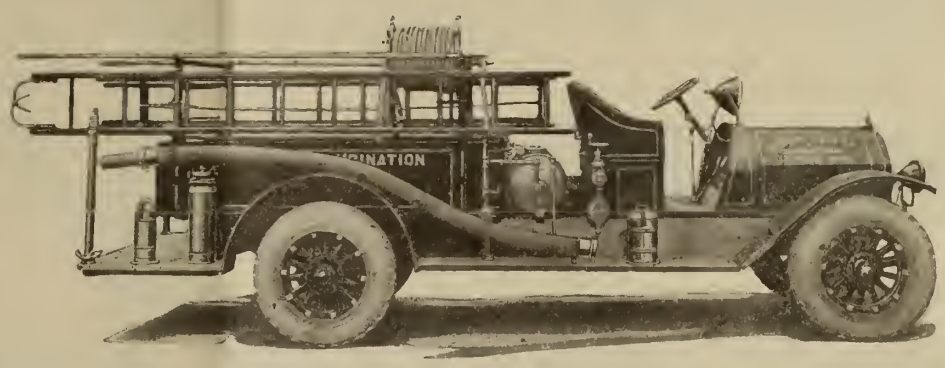
THE LUVERNE

SIX CYLINDER MOTOR FIRE TRUCKS

Model No. 5. CHEMICAL AND HOSE COMBINATION

Model No. 6. TRIPLE COMBINATION 350-500 Gal. Pump

MAXIMUM VALUE MINIMUM PRICE



Model No. 6

A high grade and thoroughly practical TRIPLE COMBINATION suitable for large cities as well as for small towns.

It will travel over any roads, and will carry 1000 feet of hose and 12 men in addition to the regular equipment.

The pump will draft water from a reservoir or take it from a hydrant and will deliver 350 gallons per minute, at high pressure.

Manufactured by the

LUVERNE MOTOR TRUCK CO.

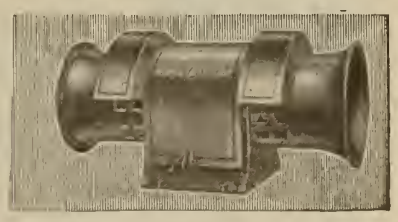
LUVERNE, MINNESOTA

SOUTHERN FIRE APPARATUS CO., DALLAS, TEX.

Distributors for Southwest

Federal Electric Fire Siren

Its weird penetrating screech everyone hears, no one mistakes. Sounds at a touch of a switch located anywhere. Write for Bulletin.



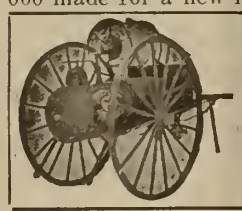
Federal Electric Company, representing

FEDERAL SIGN SYSTEM [Electric]

8700 South State Street, Chicago

Gloucester, N. J. — Improvements costing $100,000 will be made in fire department.

Winsted, Conn. — Appropriation of $1,000 made for a new fire truck.



"Deluge" Chemical Fire Engines are simple, strong and reliable. The best for fire fighting efficiency. Write for full information regarding No. 50.

THE PROSPECT MFG. CO.

Prospect, Ohio

Albany, N. Y. — New headquarters under consideration to cost $150,000.

Caps of any style for chiefs, officers and men of fire departments. Write for prices.

B. SCHLESINGER & SON, 45 East 8th St., New York City

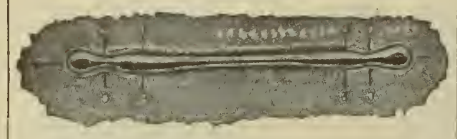
Bi-Lateral FIRE HOSE

Is 200% Better
Is 300% Cheaper

Than any other make, brand, kind or style of Fire Hose heretofore produced, regardless of price.

This statement is based on applied knowledge. We ask for a chance to prove it.

When in the market write us for samples and prices.



Bi-Lateral Fire Hose Company
326 W. Madison St. Chicago, Ill.

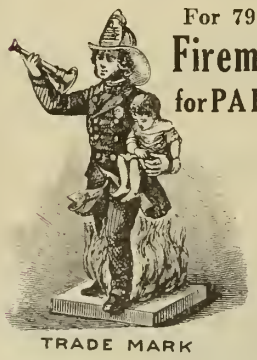
Builders of
Special Bodies and Equipment
Send for Specifications

"Pirsch" Patented Improved Compound Trussed Fireman's Extension Wall and Roof Ladders.

"Pirsch" "Champion" "Holloway" Chemical Tanks

Everything for the
FIRE DEPARTMENT
Write for Catalogue

Peter Pirsch & Sons Co.
Kenosha, Wisconsin, U. S. A.



TRADE MARK

For 79 Years Makers of
Firemen's Equipment
for PARADE and SERVICE

Leather and Aluminum Hats
Caps, Belts, Shirts, Badges, Rubber Coats and Boots, Etc.
Catalogue on Request
CAIRNS & BRO.
Broome and Lafayette Sts.
NEW YORK

Enhaut, Pa. — A festival will be held by Good Will Fire Company for motor apparatus.

JACOB REED'S SONS

Manufacturers of

GOLD MEDAL Uniforms

1424-1426 CHESTNUT ST.
Philadelphia, Pa.

Stutz Representatives

Wedlake and Lamson, Hoboken, N. J., manufacturers of the New Front Drive Tractor, have been appointed selling and distributing agents of Stutz High Duty Fire Engine for the states of New York, Delaware, Maryland, Connecticut and the District of Columbia and Hudson County, N. J.

Charles S. Demarest, who is associated with Wedlake & Lamson as a fire prevention engineer and eastern branch manager of the Stutz Fire Engine Co., was for over 8 years chief of construction and repairs of the New York fire department. He was a member of the N. Y. fire department for 22 years and for a period of six years was supervising engineer.

During the World War, Mr. Demarest retired to enter the government service and was for two years a Major of the U. S. Ordnance Bureau and served 7 months in France. Previous to signing of the armistice Major Demarest was at Marseilles, France, fitting out caterpillar tractors and forming them into convoys which were sent over the roads to the front. Upon his return to the United States he was made commanding officer at the May's Landing, N. J., general ordnance depot.

Chief Demarest, as he prefers to be called, while in the N. Y. fire department prepared considerable technical data regarding fire protection and fire prevention which is now in book form.

Endorsed by Clubs

More than 600 persons have signed the petition being circulated by fire fighters of Salem, Oregon, asking that the question of the two-platoon system be put before the voters at the city election. Practically everybody who has read the petition has signed it.

Belief that the people of Salem will vote for two-platoons is expressed by the fire fighters.

In Salem but four extra men would be needed, and there would be a night crew working 14 hours, and a day crew on duty 10 hours. At present the men are on the job 24 hours a day.

The two-platoon plan has been formally endorsed by the city council, the Commercial club, and the central trades and labor council.

Honor Medals Awarded

Nine members of the New York fire department were recently presented with medals for meritorious acts performed during 1919. The honor men were escorted to City Hall plaza by a battalion of their comrades and marched to the music of the Fire Department Band.

"It is with feelings of deepest pride that I congratulate you men on your feats of daring and valor," said the Mayor as he faced the line before him. "Since the institution of fire departments the bravery of the men has become so common that their deeds frequently pass unnoticed, when, if accomplished by men other than members of the fire department, would have the approbation of the world.

"I take this occasion, on behalf of the city, to thank you men for what you have done. I extend to you every good wish, and I hope the future will bring the happiness and prosperity to which you are all entitled. These medals which have been bestowed upon you are merely the tokens of the affection in which you are held by the community. The story of that particular service which has won for each of you this special distinction will be indelibly written in the records of the fire department."

The Fire Commissioner then read the name of each man, with a description of the

Wear Henderson Uniforms

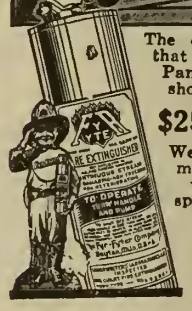
The most distinctive, classy and attractive made. If your Company needs New Uniforms and you want the kind that will give you satisfactory service write us for Catalogue illustrating the popular styles of Uniforms and Equipments and our Sample Cloths.

The Fabrics used are the highest standard of quality, absolutely all wool. Prices are lower than other Manufacturers will quote if based on the superior Outfits we make.

Prices furnished on Application.

HENDERSON & COMPANY
Eleventh and Race Sts., Philadelphia, Pa.

Fyr-Fyter NEVER FAILS



The only one-quart extinguisher that has the advantages of being Panic-Proof, easy to aim and shoots continuous stream.

$25 to $50 a Week

We offer a proposition to firemen that will add $25 to $50 week to your income for your spare time. Write for details.

THE FYR FYTER CO.
Dayton, Ohio, U. S. A.

WANTED

CAPABLE, EXPERIENCED, GET-THE-ORDER CALIBRE SALESMAN AND RELIABLE SALES AGENT.

Exceptional Opportunity With Progressive Organization. Good Territory Open.

THOMAS R. JOHNSTONE
General Sales Manager
STUTZ FIRE ENGINE CO.
Indianapolis, Ind.

"ANDERSON" Couplings are Best They are quick acting, can be coupled or uncoupled in one second without requiring wrench key or spanner. Will not leak under any pressure and will not freeze in the coldest weather.

They Save Time When Time Counts
G. A. ANDERSON MFG. CO.
Bush and Russell Sts. Baltimore, Md

Blue Point, L. I. — New firehouse will be erected.

THE BROWDER LIFE-SAVING NET

CHIEF TULLY SAYS: "We have rehearsed with our Browder Net by having our men jump from second and third story windows, and we are perfectly satisfied with results. No Department should be without such a valuable acquisition."
JOHN T. TULLY, Former Chief, Fire Dept., Terre Haute, Indiana.

Write for Free Booklet.

THE CORY-PATTERSON CO., 202 Jeff St., Greenfield, Ohio

deed which brought him honor. Besides the individual awards the College Efficiency Medal was presented to the officers and members of Hook and Ladder Company 10, Capt. Michael J. O'Donohue commanding. Following the presentation exercises the battalion marched in review before the Mayor and other city officials.

One of the medal men was unable to be present, Fireman John Walsh of Hook and Ladder Company 8, who won the H. B. Archer Medal for the most daring act performed in three years. On Oct. 25, 1916, when the factory at 21-25 East Houston street was burning, Walsh rescued Ida Goldberg, one of the employes. The girl appeared at the seventh floor of the building when the entire floor was in flames. The fireman hung his scaling ladder from the cornice of an adjoining building and by swinging like a pendulum was enabled to grab the girl by the arm. Though a slip meant death, he brought her to safety.

The James Gordon Bennett Medal went to Fireman Timothy F. O'Leary, Jr., of Engine 15. He rescued Mrs. Nellie Heffernon from a fifth floor window at 247 Clinton street in September, 1919.

The winner of the Hugh Bonner Medal was Engineer Timothy J. Fitzpatrick, Engine 224. His prompt and courageous action on June 5, 1919, prevented a mentally deranged woman from leaping from a window of the Hotel Bossert, Brooklyn. His comrades swung him, like a ball on the end of a string, from the tenth floor of a building. The impact of his body knocked the woman into the room and he climbed in after her and held her until assistance arrived.

The Emily Trevor-Mary B. Warren Medal was awarded to Fireman Kurt Fuchel of Engine 15 for saving Mrs. Sarah Kominsky, Nathan Kominsky and Jennie Lember, who were trapped on the third floor of 40 Norfolk street on Oct. 19, 1919.

For the rescue of Mrs. Lida Mahon from the sixth floor of 436 Ninth avenue on Feb. 17, 1919, Fireman Francis Parks of Hook and Ladder Compan 21 received the Thomas A. Kenny Memorial Medal.

The Henri W. Van Heuklelom Medal and the Department Medal went to Capt. Leonard Gebhard, Engine 223, for saving the life of a fireman at the foot of Fiftieth street, Brooklyn, who, during a fire on the United States transport K. I. Luckenbach, on Feb. 17, 1919, fell into the lower hold of the ship. Capt. Gebhard was himself overcome by smoke and had to be brought out by Capt. Richard H. Collins of Hook and Ladder Company 109, who received the Brooklyn Citizen Medal.

Fireman Thomas Costigan, Hook and Ladder Company 7, was awarded the William S. Hurley Medal and the Department Medal. On Feb. 3, 1919, he bridged an air shaft with planks and carried Agnes Butcher from a fire which damaged 377 Fourth avenue.

The Thomas E. Crimmins Medal and the Department Medal were pinned on the breast of Fireman James Tubridy, Hook and Ladder Company 7, for rescuing Elsie Distell and Ida Erenberg from 377 Fourth avenue on Feb. 3.

Capt. Henry E. Sullivan was awarded the Stephenson Medal for maintaining Engine Company 17 as the best disciplined and most efficient company in the department during 1919. The Captain was appointed a fireman in 1891 and made a Captain in 1906.

"What kind of a time is he having on his motor trip?" "Guess he's having a pretty lively time. He sent me a picture postcard of a hospital." — Louisville Courier-Journal.

Larkin Shut-Off Nozzles

More Than 10,000 in Service Giving Satisfaction in 2,000 Fire Departments

They're Best That's Why

Any nozzle that allows water to escape from the hose, is often considered "good enough." Larkin Nozzles are properly constructed. They're made of the best possible material and are tested to 250 pounds pressure before leaving the factory. Easy to keep tight because of their correct construction. They will positively give an efficient stream until entirely worn out.

Buy Larkin Nozzles and specify them on new apparatus. You will receive Shut-off nozzles that are known and guaranteed to be the most efficient and best constructed nozzles made.

Let Larkin Nozzles solve your nozzle troubles. Send for descriptive circular.

LARKIN MFG. CO.
DAYTON OHIO
Fire Dept Supplies of Every Description

HALE ROTARY FIRE PUMPS

Capacities based on *Actual Tests* and not on theoretical calculations.

Sizes from 100 to 600 gallons per minute.

All HALE PUMPS can be equipped with the

HALE AUTOMATIC RELIEF VALVE

which operates positively at any pressure without adjustment. Opens quickly - Closes slowly and permits shutting off of discharge without danger to pump or motor.

Peter Pirsch & Sons Co. Kenosha, Wis. Distributors West of Buffalo

HALE FIRE PUMP CO.
CONSHOHOCKEN, PA.

The Bickle Fire Eng. Co. Woodstock, Ontario, Canada Agents for Canada

Ridabock & Co.
Fire Department Uniforms, Caps, Banners, Etc.
149-151 West 36th Street NEW YORK

BLYMYER BELL
FIRE BELLS
UNLIKE OTHER BELLS. RICHER & DEEPER TONE. CAN BE HEARD FARTHER AND MORE DURABLE.
Satisfaction Guaranteed.
Write for Catalogue and Prices.
The Cincinnati Bell Foundry Co., Cincinnati, Ohio

Olneyville, R. I. — Johnston Hose Co. at Manton has started campaign to purchase triple combination.

New Haven, Conn. — New fire apparatus will be provided for at next Board of Finance meeting.

BROCKWAY "THE RIGHT WAY"
FIRE TRUCKS
BROCKWAY MOTOR APPARATUS CO.
CORTLAND, N. Y.
American-LaFrance Fire Engine Co., Inc.
Sole distributors for United States and Canada

Chief: Specify
CHRISTENSEN STARTER
for all your motor apparatus
THE CHRISTENSEN ENGINEERING CO.
816 First National Bank Bldg., Milwaukee, Wis.

KLEIN
Uniforms
SPECIAL
For October
Trousers $8.25
All Wool Cloth
Made to Measure
Serges $7.75
and upward
Write Today
D. KLEIN & BRO.
719 ARCH ST. Philadelphia, Pa.

MOTOR PROPELLED — GASOLINE — CHEMICAL
Fire Engines
Hose Carts, Fire Hose,
Fire Hydrants
All of proved efficiency.
Waterous Fire Engine Co.
St. Paul, Minn.

Insist B&K TRADE MARK on This
BROWNING, KING & CO.
16-26 Cooper Square New York City, N. Y.
Manufacturers of Uniforms
Our Own Stores Located in New York, Chicago, St. Louis, Milwaukee, Cincinnati, Philadelphia, Kansas City, St. Paul, Omaha, Buffalo, Minneapolis, Brooklyn, Boston, Providence, Cleveland, Pittsburg.
Write for Catalogue F 400, Samples and Prices

Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.
SAMUEL EASTMAN CO., Concord, N.H.
Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

Manchester firemen last month refused an offer of one day off in four by the Watch Committee. Through the Workers' Union they ask for an 8 hours day and have given 28 days' notice to withdraw their services failing compliance with their request. — Fire, London, England.

ACID JARS
We make Acid Jars of every description, from our non-corrosive metal, which is stronger and will last longer than lead. Used by all the large fire departments in the Country and in mills and factories.
WILMINGTON BRASS CO.
229 N. Fulton St. Wilmington, Del.

MOVE INTO OLD JAIL

Firemen Annex Ancient Dungeon With Walls Two Feet Thick

Montvale, Mass., is becoming virtuous.

The calaboose that for years has been the reception room for the unruly, where he who transgressed might have time for sober reflection under the steadying influence of brick walls and barred doors, is no more. The goodness of the village has made the jail an unnecessary institution and its doom is sealed.

Workmen with bars and hammers are tearing away the walls and ripping out the heavy iron-barred doors and soon there will be no trace of the place.

The jail has been an adjunct to the firehouse, occupying one of the rear rooms on the first floor of Hose 4 house.

The village having become exemplary and the firemen needing the room, Mayor Golden issued the orders that put the jail out of commission.

Those who founded the village, or at least those who built the jail, must have expected some tough customers for the two little rooms. The walls were built two-foot of brick, arched overhead and having the heaviest barred doors. Nothing short of dynamite would get anyone out in less than age.

When the jail is gone Montvale will have come into the distinction of having, by reason of its virtue, no place for obstreperous ones.

The removal of the jail is only one of the many things that are being done about the fire house. The interior has been painted white, floors have been repaired and the whole place has taken on a new air since the big motor truck was installed and the permanent firemen were assigned.

Much of the work is being done by the firemen and they declare with pride that it will be the snappiest firehouse in the vicinity before they get through with it. They are going to paint the outside of the building and they intend a multitude of things to make the place look nice.

At present the firemen sleep in the rear room on the second floor but the bunks will be moved into the front main room. Just now the dormitory looks rather bare without lockers or dressers for their convenience, but they will have these things soon and then there'll be an attractive and comfortable house.

The old jail is the main attraction just now and everyone is taking a farewell peek.

"DEAD MEN" ABOLISHED

Every Man Works at a Fire Under Motorization

Motorization is saving thousands of dollars annually to the maintenance accounts of the Bridgeport, Conn., fire department. By the more speedy arrival of fighters at fires it is saving thousands more to property owners.

Neither John A. Leonard, president of the board of fire commissioners, nor John J. Hines, clerk, can give actual figures on the saving for lack of adequate comparisons. Clerk Hines declares, however, that the saving as between horses and motors alone is $18,000. In addition there is need for fewer men.

"In the blizzard country, of course, horses may be essential," President Leonard says, "but fortunately we don't live in that clime."

Horses are persistent, continual eaters. Motors eat only when running. This is one advantage, the fire experts declare.

With the motor-driven pumping engines it is not necessary, as in the old days, to keep the boilers for ready use. A turn of the crank and a full power stream gushes forth.

One motor takes the place of three horses in propelling apparatus along. They save from two to two and a half minutes in reaching the place of fire on short calls.

No veterinary surgeon is required and machine doctors are employed as regular firemen. Hay, oats, straw and harness supplies are not needed.

"We would need 90 or 100 horses to adequately man the department today if we had no motors," Clerk Hines hazards.

"When the department had horses there were 10 engine companies. Now there are 12 but, with the growth of the city it would take 16 engine companies if the department went back to the hay and gave up gasoline.

"When we had the horses we had two dead men on each engine at a fire. One was the driver, who had to stand with his steeds; the other the stoker, who stayed by the engine. There was a third man, the engineer.

"Today, with motor equipment, one man does the work of three," it is explained by the officers.

The lowest paid firemen get $1,800 a year but most of them are on the payroll at $2,000.

A recent experiment whereby the department saves eight men in its personnel is giving satisfaction. On the East Side a chemical is attached to a truck company with the truck company officers in charge. The men go out on a call with the chemical. If the fire is too much for the chemical they shift automatically to truck workers. President Leonard is enthusiastic over the results.

"Only Two Years Ago"

The movement for the two-platoon system which virtually began only two years ago has made rapid growth. "Fire Service" with Mr. A. E. Murphy, Editor, as one if the strong supporters of the system has recently reported that there are now over 350 cities that have adopted the plan.

Before 1918, only twenty-five cities were working under the system, but in 1919, some 200 American cities, all fire departments in Italy, and some cities in England had adopted the two-platoon system, according to the same authority.

In the recent list ("Fire Service, June 19, 1920, p. 4-5) are included five cities which have a three-platoon system, namely Cleveland, Ohio· Dublin, Ireland; Toledo, Ohio; Hibbing, Minn., and Chisholm, Minn. — Municipal Reference Library Notes, N. Y.

Did Nothing

The Toronto Convention did absolutely nothing of personal benefit to chiefs. It did not consider any of the questions now of vital importance to the fire service, such as two-platoons, labor unions, increase of salaries, etc. It did not accomplish anything of importance. Its exhibit was normal, its attendance by chiefs fair. — Firemen's Standard.

FIRE SERVICE

REASON FOR STATE WIDE LAW

Gov. Coolidge Tells Why He Signed Two-Platoon Bill Opposed by All Mayors

Gov. Coolidge of Massachusetts, candidate for Vice President on the Republican national ticket, wrote the following letter explaining just why he signed the statewide two-platoon bill in the face of the opposition of the Mayors of practically every city in the Commonwealth:

The Commonwealth of Massachusetts
Executive Department,
State House, Boston, Nov. 3, 1919.

Mr. Daniel J. Looney,
President, Russell Club,
Boston, Massachusetts.

Dear Mr. Looney — I am very glad indeed to have opportunity of presenting to your club assembled together tonight, one of the reasons that the legislative year just passed has been particularly fruitful to the firemen.

I signed the so-called "Two-Platoon" Bill in the face of the opposition of the Mayors of practically every city in the Commonwealth, and particularly of the authorities of the City of Boston, because I felt it was a humanitarian measure and in the long run would benefit the citizens of the communities in which the firemen enjoyed the privileges that this bill provided.

It is not always an easy thing to make a law in view of such opposition no matter how meritorious, when the municipal authorities are pretty generally against it. It was my pleasure to do this because I felt it was right and best for all.

I sincerely hope the members of this club may enjoy the privileges my act made possible for them.

Very truly yours,
(Signed) Calvin Coolidge.

TRENTON ADOPTS PLATOONS

Chief Bennett Writes to Fire Service Giving the News, With All Salaries

With the list of platoon cities over the 400 mark now, not counting the numerous cities of Italy in which it has been put in operation by a national law, the cities — some of them quite large — which are catching up with the procession, continue to report themselves.

For the agitation for an improved fire service is going on all over the world. The fire service is shaking off the cerements and grave-clothes of an industrial system that had kept it back, that had retarded its progress, that had degraded its men and brought it into reproach as out of touch with the modern, scientific world and run contrary to the principles of the highest civilization.

Life has taken the place of Death. The world-wide spirit of Progress and Advancement which has revolutionized the whole industrial world since the close of the Civil War, has at last reached the fire service, which it seemed to have forgotten.

The fire service instead of being a thing apart, locked into dark engine houses, living under unearthly conditions upon hours that are revolting to think of, is being scientifically systematized and brought for the first time into close touch with the people.

Its members henceforth will form a part of the community. They will no longer be, as Chief Ryan of Galveston says, "Convicts." Their imprisonment has come to an end with the world-wide sweep of the two-platoon system and they can now walk forth into the daylight and hold up their heads as men.

A large city in New Jersey has now fallen into line. It is Trenton, whose population now is over 100,000 but was given by the last census of ten years ago as 96,815. We have received the following letter from Chief Bennett:

Fire Headquarters, Trenton, N. J.,
October 16th, 1920.

Fire Service,
New York.

Dear Sirs — The ordinance for the two-platoon system has been passed by the City Commissioners and becomes effective January 1, 1921.

The salaries of members of this department are now as follows:

Chief, $3,500.
Assistant Chiefs, $2,700.
Battalion Chief, $2,500.
Superintendent of Machinery, $2,500.
Assistant Superintendent of Machinery, $2,000.
Captain, $2,100.
Lieutenant, $1,950.
Private, sixth grade, $1,800.
Private, fifth grade, $1,700.
Private, fourth grade, $1,600.
Private, third grade, $1,500.
Private, second grade, $1,400.
Private, first grade, $1,350.

Best regards from Mr. Hough and myself.

Very truly yours,
James W. Bennett,
Chief, Fire Department.

"LOCKED UP LIKE ANIMALS"

And Even Animals, Says Mr. Gould, Would Kick at Conditions of Continuous Service

Frederick J. Gould, veteran fireman of the Charlestown, Mass., district and expert on the two-platoon system, received recently the congratulations of his fellow employes and other citizens on the thirtieth anniversary of his joining the Boston fire department.

Mr. Gould, who is 54 years old, is known as one of the "young old men" of the service. With the issue of the two-platoon system he has risen to more than local prominence, through his addresses before various organizations, and debates with prominent opponents on this question, which occupies an important place on the State ballot.

Mr. Gould is a strong advocate of the system, and made a further number of addresses in its behalf during the State campaign.

"Humane treatment and justice for the firemen of the city of Boston is what I am advocating in favoring the two-platoon systems," said Mr. Gould.

"The day off in three, which the firemen have had for the past two years, has not been much improvement over the old system.

"A man returning from a day off, spends 23 out of the next 24 hours in the fire station. He's allowed one hour for supper. The next day he spends 22 hours out of the 24 in the fire house, being allowed an hour for breakfast, and one for dinner.

"A fireman under the present system is in the firehouse for 45 out of 48 hours. We feel that we are supposed to be a little better than animals and you would hardly lock an animal up 23 out of the 24 hours in a day.

"Over 300 cities in the country, among them the principal ones, have the two-platoon system. There are 32 cities in this State where the firemen enjoy this system. If it is all right in these cities, why not then try it in Boston? The firemen of Boston are ready to prove it will be a success.

"One of the arguments used against the day and night shift is the cost. The cost, however, is never questioned when the police are given three 8-hour platoons, while the firemen work 24 hours for just the same wages. We claim this is an injustice to the firemen. We get but 20 cents per hour, figuring the hours we put in. I am a director of the Russell Club and if I want to attend a meeting I have to buy time off and pay the city 20 cents per hour.

"In case of an emergency, the officer in command, if the two-platoon system is in effect, can order all the men on the off shift to get on the job. During my thirty years in the fire department I have responded to all general alarms.

"The two-platoon system means dividing the department into two forces, a night and a day shift. One force works 8 a.m. to 6 p.m. and the other 6 p.m. to 8 a.m. for two successive days.

"Then one crew has a day off of 24 hours. The other crew remains on duty that 24 hours and then they alternate and on the sixth day, the crew that worked 24 hours on the third day, have their day off. We also desire a meal hour within that 24-hour stretch. At the present time we have to cook our meals in the cellar of the fire houses."

Wives of Boston firemen started a campaign to secure passage of the two-platoon bill. They toured every ward in Boston, and feel confident that their work will bring the necessary votes. Three wives of firemen delivered their maiden political speeches. Mrs. Helen F. Powers, wife of Edward J. Powers of Ladder 8; Mrs. Edith Heine, wife of George Heine of Engine 38, and Mrs. Margaret O'Connell, wife of William O'Connell of Engine 21, are the speakers.

Rockaway Beach, L. I. — Appropriation of $210,000 made for combination fire house and police station.

BOSTON PLATOONS ENDORSED

Unanimous Action of Central Labor Union Although the Firemen Are Not Members

Replying to the report made public by the Boston Chamber of Commerce in opposition to the two-platoon measure, Attorney Thomas D. Lavelle issued a statement in behalf of Boston firemen. He cites the indorsement of Gov. Coolidge, expressed in a letter to the president of the Russell Club.

The statement in part follows:

"The people of Boston are entitled to know the facts regarding the operation of the two-platoon system in other cities. This report instances the cities of Chicago, Omaha and Buffalo as those in which there has been a general decrease of efficiency after the two-platoon plan was adopted.

"This is not true, and should not be so published even by biased men still clinging to the strict formula of opposition to the firemen of Boston.

"The fire marshal of Chicago says: 'The two-platoon system is giving splendid satisfaction.'

"The chief of Buffalo fire department says: 'We have installed the two-platoon system on July 1, 1916, and have no reason to regret our action. On the contrary we are highly pleased with it, and feel that we could not return to the old system without great loss in efficiency and a possible danger.'

"The chief of the Omaha fire department says: 'In my opinion the two-platoon system is a much better system than the 24-hour system. We would not return to the old system if we could.'

"Last year 32 cities and towns in Massachusetts adopted the two-platoon plan with local public opinion solidly allied with the firemen, and in no one of these municipalities has there been any reason to regret the change.

"The Boston firemen concede the right of their critics who oppose them, but fair play demands that the opposition be expressed justly and with the desire to inform as to the merits of the two-platoon system and just what it means and has meant wherever it has been tried.

"No man was in a better position to judge of the two-platoon system than the Governor of Massachusetts when all the arguments for and against had been made through the Legislature and to himself, when the two-platoon measure was before him for his signature. He weighed both sides and signed the bill."

The Lynn, Mass., Telegram-News says:

"In the Boston papers of Saturday appeared a report of the finance commission relative to the adoption of the two-platoon system in Boston in which arguments are presented that might be considered by some of the voters of Swampscott as equally applying to Swampscott, and because of their unfairness they should not be so considered.

"The article claimed that the adoption of the system would permit the men to quit in the midst of a fire when their time expired. The contrary has been the result in every place where the system is in use.

"Instead, when an alarm has come in when the day crew were leaving and the night crew coming on, or vice versa, Chief Chase of Lynn has stated in writing that in every such case he has had the advantage of a double crew, and the crew going off duty has remained on duty until all need of their services has been removed.

"Chief Chase further states that although he was skeptical concerning the working of the system before it was installed he has been most agreeably surprised and is well pleased with the way the plan has worked during the past year. He completes his letter by saying that he finds the men are more contented and the department greatly improved on this account.

"The Boston report names three or four places where trouble has arisen over men performing outside work on their time off, and names Lynn as one of those places. The Lynn case was a small one which was easily straightened out, and to cite it as a reason for denying the men the improved conditions is puerile.

"The further statement that the adoption of the system would increase the cost and decrease the efficiency is one that cannot be supported by the facts gathered from any of the cities and towns which have adopted the system, not one of which according to reliable information would care to go back to the old plan.

"The only just argument that can be brought against the plan is the increased cost and the voters of Swampscott have shown themselves hitherto ready to better the condition of the town employes even if it did add somewhat to the tax rate.

"The firemen very justly call attention to the difference between the fire department and police department conditions, the one on duty 21 hours out of the 24, and the other working three shifts out of the 24 hours, all other conditions such as pay and vacations being equal with the exception of days off, the firemen having one day off in five and the police one in eight."

The two-platoon system for the firemen of Boston was unanimously endorsed by the Boston Central Labor Union at its meeting Oct. 17 at Wells Memorial building.

Predictions were made that the local firemen would soon be affiliated with the American Federation of Labor again, and also that the same propaganda used by the Mayor a year ago would be brought into play this year with the same purpose of defeating the measure in view. The indorsement was made amidst considerable enthusiasm.

Edward Looney of the Cambridge fire department, where a double platoon is now in operation, declared, as third vice-president of the International Association of Fire Fighters, affiliated with the A. F. of L., that the Boston firemen were a part of that organization up until last spring, and that "it is my belief that they will soon be back in the labor movement again. The Boston firemen, like the rest of us, sometimes make mistakes. Up to a week ago I almost had them back in our association, but something tipped up and things went awry, but I am confident, knowing the calibre of the men of the Boston department, that we will soon have them in our midst again."

One of the strongest speakers on the subject was Councilor James T. Moriarty. He declared that he supposed that the propaganda used by the Mayor of the city a year ago, through which he notified the city employes that there would be no raises for them if the two-platoon system went through, would again be used to befog the issue.

"The Mayor and representatives of the Chamber of Commerce tell us that if the two-platoon system becomes effective in Boston it means increasing the city's tax rate, but I'm telling you that if the downtown buildings were properly taxed there would be no reason for increasing the tax rate, or making the residential sections bear the burden of the present high tax rate.

"According to the letter from the Russell Fire Club (Boston firemen's organization), the two-platoon system is now being successfully operated in 32 cities and towns of Massachusetts without any appreciable increased cost to those sections, and I maintain that if any labor body is entitled to the shorter workday — the eight-hour day — it is the firemen.

"I recently had the pleasure of protesting to one hotel a few days ago against the placing of scab-driven taxicabs in front of its doors and was informed that the police commissioner and superintendent of police had let it be known that they were ready to place four policemen in front of all hotels or stands in this strike of the union taxicab drivers, and that the executives of the newly recruited police force of this city are prepared to 'go through' to break any strike here that the labor movement is interested in, which, no doubt, will interest the Boston Chamber of Commerce.

"If for no other reason than that the Chamber of Commerce is opposing this measure, we as labor men ought to be with the firemen and the two-platoon system. The Chamber didn't kick against giving the policemen and firemen an increase of $500 annually a year ago last September, but did register its protest against city laborers being granted more than a raise of 50 cents a day."

Aetna Hose Co., Depew, N. Y., and their new apparatus recently bought of Buffalo Chemical Fire Extinguisher Co.

THOSE BOSTON BROMIDES

Expected Attack on Platoons by Chamber of Commerce Contains Only the Old Falsehoods

The Boston Transcript says:

The Chamber of Commerce of Boston has started a campaign against the adoption of the two-platoon system in the Boston fire department. After investigation by a committee, the Chamber takes the position that 24 hours off in every 72 is enough for a fireman or any other municipal employe; that the taxpayers cannot afford an extra $750,000 yearly in return for what they call a reduction in fire-fighting efficiency; that a law which would permit firemen to drop the hose and leave a fire at the end of their shift is not sound, safe or reasonable, and that Boston, which now has the second most expensive fire department in the United States, should not vote to take first place in this respect.

Bentley W. Warren, John C. Brimblecom, Albert P. Carter, Robert Homans, Thomas J. Kennedy, Frank W. Merrick, Hugh W. Ogden, J. Frank O'Hare and Max Wyzanski comprise the committee on municipal and metropolitan affairs of the Chamber, in charge of the campaign against the two-platoon referendum.

The committee expects to reach thousands of the business men and taxpayers of Boston through the Chamber's membership and to enlist their services to prevent a further increase in the tax limit.

In its report to the directors the committee says that the two-platoon system in Boston would require the addition of 65 officers and 314 privates to make the force as strong numerically as it is at present. The additional cost to the taxpayers would be approximately $600,000 the first year and more than $700,000 after the fifth year.

There is a possibility, the report says, that the present number of officers would have to be doubled. This factor would raise the initial expense to $879,500 and the ultimate expense to $1,000,000.

That the firemen are satisfied with their jobs and that there are plenty of men anxious to accept positions in the fire department under present conditions is shown by the fact that there are 270 applications for appointment to the fire department on the waiting list of the State Civil Service Commission.

This number has averaged practically the same for many years. Resignations are few. In fact the fire service under existing conditions is one of the most popular of all classes of municipal employment, the report says.

The committee has investigated conditions in other cities which accepted the two-platoon act, and says that in no case has the efficiency been increased or the fire hazard reduced. In Leominster, Lynn, Holyoke and Somerville there have been controversies, due to the discovery that firemen have used their time off in other employment.

In case the two-platoon system is adopted Boston will have the most expensive fire department in the United States on a per capita basis. Without the two-platoon system Boston has the second highest per capita expense, namely $4.13. The leading city is Detroit, with $4.70.

According to the Finance Commission there is no doubt that Mayor Peters will have to go to the Legislature for authority to increase the tax limit if the voters do not reject the two-platoon system.

TWO PLATOON HISTORY

New York Only One Out of 400 Cities Where the System Was Legalized

18 Tremont St., Boston, Mass.,
October 19th, 1920.

Fire Service,
New York.

Sirs — It is with some reluctance that I approach you relative to the statements appearing in your issue of October 16th under the caption "Killing Two-Platoons."

In this article are statements not in accordance with facts and the writer prefers to believe that you have been misinformed than that you would knowingly permit your columns to be used in an attack on a city administration that has done so much for the members of the New York Fire Department.

Your article cannot be representing the opinion of the rank and file of the department inasmuch as the statements made by the toastmaster at the Loyalty Dinner given by the officers of the New York Fire Department are a direct contradiction of these statements.

At this dinner given at The Commodore on October 9th the Mayor of New York was cheered and the credit for doing so much for the men of the department was placed with the Mayor and Fire Commissioner, where it very properly belonged.

May I inquire what authority you have for the statement that the Mayor locked the men in the fire houses?

You, no doubt, intend this as a figure of speech but even the best construction placed on this article can only construe the same as most unfriendly and as not representing the truth of conditions as they were or are.

I have had as great an opportunity to become familiar with the two-platoon fight as most of those engaged in helping or hindering the same, but this is foreign to the intent of my idea in communicating with you.

No citizen familiar with the truth of the situation can remain silent under such accusations as these without a protest in the name of plain justice, and, while the Mayor needs no help from the writer or anyone else in this connection, the misrepresentation is so glaring as to invite censure.

New York State has no power under its constitution to establish a referendum on a two-platoon or any other platoon bill. The people surrendered this right when they delegated the legislative powers to the legislative body and you cannot produce any reputable authority for a State referendum on such matters. Doubtless Gov. Smith had this in mind when he vetoed the measure as passed and it is ridiculous to ascribe the action of the city government to the reasons that are set forth in this article.

Frederick H. Cowles.

How a delegation of firemen who went respectfully to see Mayor Hylan were taken by him to a window of the City Hall, where he pointed out a crowd of loafers on the park benches, where he said the city could get all the men it wanted, and how they were ordered back to their engine houses and forbidden there to use the telephone — these facts were published in the New York papers at the time and were reproduced in the columns of Fire Service in the ordinary course of publishing the news from week to week of the two-platoon campaign. We could give our correspondent the exact date if it was a matter of any importance.

We never made any reference to a referendum in connection with New York State. The power of the Legislature of New York to impose two-platoons or three-platoons or any other number of platoons on this city or on any other city in the State has never been questioned by any lawyer, because it has frequently been affirmed in decisions of the highest courts. Chief Kenlon said it had no such power but he is a former sailor and now a fireman and not a lawyer. Gov. Smith did not "doubtless have this in mind" when he vetoed the last state-wide mandatory two-platoon bill, for, if our correspondent was familiar with the question about which he writes, he would know from the message of Gov. Smith that the bill was vetoed upon grounds of expediency and not upon constitutional grounds.

It is a matter of very little importance who is entitled to the "credit" of securing the two-platoon system for the men of the New York fire department. The fact is that they have been struggling hopelessly to secure this system for over 25 years, during which at least one official and successful attempt was made to kill it. During that time the political faction or party to which Mayor Hylan belongs had frequently had control of the city administration and could have installed the two-platoon system in New York if it had cared to. It made no effort to do so.

The simple truth is that New York is only one of nearly 400 cities which were swept into the vortex of the two-platoon cyclone that followed the inauguration of the two-platoon campaign of Fire Service. It was the 151st city on our list to agree to install the system, which at that time had covered the whole of Italy and Canada and was under consideration in London. The system was imposed upon New York by outside pressure, just as it will soon be imposed upon Boston, Baltimore and other large cities in this country by outside pressure. No American city today can stand up against the tremendous impetus of the two-platoon campaign and thereby admit that it is "sweating" its public servants by an infamous system of employment opposed to every principle of American civilization and which even European cities are ashamed today to stand for. The history of the two-platoon system pays very little attention to New York City because it is only one out of 400 other cities concerned in the adoption of this excellent reform.—Editor of Fire Service.

Awarded to a Fireman

Fred J. Shuckerow of 28 Pliny street, who is a member of Engine Co. No. 2, Hartford, Conn., fire department, has received official notice that a citation certificate awarded to him for distinguished and exceptional gallantry overseas is being forwarded. Mr. Shuckerow, who has been in the department since 1913, was one of the firemen who were in service of the United States during the war with Germany. He has been a regular in the department since Nov. 15, 1915.

Following is the communication which he received from Adjutant-General Harris:

"There is forwarded herewith by registered mail the citation certificate awarded to you by the commanding general, American expeditionary forces, for distinguished and exceptional gallantry at St. Juvuin, Nov. 1, 1918."

FIRE SERVICE

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The Boston Liars Again

We long ago warned the Boston firemen that a small nest of liars and assassins would spring out from ambush upon them in the last days of their two-platoon campaign and attempt to stab it in the back as they did a year ago. And now along comes the so-called "Chamber of Commerce" with their fusillade. It contains so many lies that we can only pick out a few of them at this time, as follows:

No. 1 — "The firemen are satisfied with their jobs." If that is so why are they asking for a change?

No. 2 — "Two-platoons would require the addition of 65 officers and 314 privates." Have not many cities adopted two-platoons without any additions to the fire force?

No. 3 — "The present number of officers would have to be doubled." Why not trebled or quadrupled? As long as the Chamber of Commerce is drawing on its imagination it might as well be liberal.

No. 4 — "In no city has the efficiency of the fire department been increased by two-platoons." Fire Commissioner Leonard of Bridgeport testified over his own signature that it had been increased 100 per cent by two-platoons. Other municipal officers as well as numberless Fire Chiefs testified that it increased efficiency from 25 to 60 per cent.

No. 5 — "In Leominster, Lynn, Holyoke and Somerville there have been controversies due to the discovery that firemen have used their time off in other employment." Yes, and this outside employment was promptly stopped by a simple ruling, as we have shown in our complete reports in these pages, but the Chamber of Commerce is careful to suppress this notorious fact.

No. 6 — "This law would permit firemen to drop the hose and leave a fire at the end of their shift." It would do nothing of the kind, for in the 350 cities in which the system is in operation, from London down to Podunk, the rules expressly state that the off shift is automatically called to duty on second or general alarms and held there until the fire is out. During the 12 years in which the system has been in operation there has never been a single case of firemen leaving a fire when the hour for changing shifts arrived, which is everywhere against the rules, as the Chamber of Commerce is doubtless well aware.

Nothing could be more encouraging to friends of the two-platoon system everywhere than to see campaigns for its advancement met in this manner, for when its adversaries have recourse to lies it shows that they have no case and that the campaign for the adoption of the system is won in a moral sense.

Who "Gave" Platoons

Mayor Hylan gave two-platoons to the firemen." — New York Fire Department Official.

And we presume it was Mayor Hylan who "gave" platoons to the firemen of London, Dublin, Liverpool, Cairo, Melbourne and all the fire departments of Italy and Canada, as well as to those of 300 cities of the United States; in short, to the 375 cities which adopted the system following the campaign of Fire Service, begun two years ago.

In a small chamber, friendless and unseen,
Toiled o'er his types one young but learned man;
The place was dark, unfurnitured and mean,
Yet there the freedom of a race began!

Help came but slowly; surely no man yet
Put lever to the heavy world with less;
What need of help? He knew how types were set,
He had a dauntless spirit and a press.

Such earnest natures are the fiery pith,
The compact nucleus, round which systems grow!
Mass after mass becomes inspired therewith,
And whirls impregnate with the central glow.

O Truth! O Freedom! How are ye still born
In the rude stable, in the manger nursed!
What humble hands unbar those gates of morn
Through which the splendors of the New Day burst?

Men of a thousand shifts and wiles, look here!
See one straightforward conscience put in pawn
To win a world; see the obedient sphere
By Bravery's simple gravitation drawn!

Over 400

A little over two years ago we started our great two-platoon campaign that has now become a world movement, and at that time there were less than 25 cities having the new system of fire department organization although its merits had been known for over 28 years.

Today over 400 cities are on the platoon list, not counting all the Italian cities.

Thus in about two years we have added over 375 cities to the list, and have introduced the system into the fire departments of England, Ireland, Belgium, Egypt, India, Australia and Canada, while legalizing it in over 300 cities in the United States.

And the end is not yet. For entire states are making it compulsory, such as Pennsylvania, Ohio, Indiana, Oklahoma, Louisiana, and many others, while the Federal Government ordered it into the continental federal fire departments and it is likely to be made universal through the United Kingdom.

These extraordinary results have been achieved by newspaper publicity and agitation alone. We contributed nothing to the two-platoon system except Life. Previously it had almost been Dead, being secretly fought by the Fire Insurance and other powerful interests. The firemen were without a Voice and cities like Buffalo were beginning to abolish the system under war excuses.

Since our campaign commenced no city has returned to Continuous Service, and we restored platoons in Buffalo.

A lot still remains to be done. Boston, Baltimore and St. Louis are three of the largest cities that are struggling hopelessly to avert "the platoon menace" and there are a host of smaller ones. They will put up a stubborn fight against Progress but it will be a losing one, for all cities must succumb to this municipal improvement in the end.

Why We Went It

"American fire chiefs attending the Toronto convention discovered that as Toronto suffered 16,000 casualties in the war it was no place to boast that America won the war. England has an idea that if America had come in earlier there would have been fewer casualties, and that the other allies were left to do most of the fighting without any assistance. We were in America during the war and to this day don't understand why they kept so long out of the melee." — Fire, London, England.

Undoubtedly if America had "come in earlier" ("gone in" we say in this country) there would have been fewer casualties — fewer British casualties. But we are not engaged in the business of settling the squabbles of miserable European national rivalries, for there are always wars in Europe and probably always will be until, like the Kilkenny cats ——

But our esteemed contemporary adds that "to this day" he cannot understand why America kept out so long. We advise him to keep on thinking and light may dawn upon him. He may finally discover that up to 1917 the war seemed an even thing, and that then the fall of Russia clearly forecast a German victory, and that it is contrary to the fixed policy of the United States to permit any one nation to become predominant in Europe.

FIREMEN WERE PAINTERS

And the Union Leaders of Lynn Thought That It Infringed on Their Rights

Organized labor and Mayor Creamer, of Lynn, Mass., are at odds. At least this is true so far as a considerable number of union leaders are concerned. There was sometime ago union action placing the police station on the "unfair list" because of alleged non-union repair work.

The latest tilt with the mayor was renewed Oct. 6 and concerns the Highland firehouse on Hollingsworth street. Union leaders say that recently firemen at the house began painting its interior and exterior.

Protests to the mayor followed both from the Highland Improvement Association and officials of Lynn Building Trades Council. The work apparently was stopped.

Union officials say the work started again however, and when Business Agent F. A. Paquette of the Building Trades Council again protested to the mayor the mayor is understood to have intimated to him that in his view the unions are getting a bit fussy, to have inquired why unions do not get after the home plumbers and similar cases, and finally it is reported the mayor told him the firemen will complete their painting job.

Union officials allege the firemen do not desire to do this work, but are doing it under orders of a superior "who wants to make good with the mayor." They say further that the job should be given union labor and they allege that it is unprecedented for firemen to do such work.

ECONOMY OF MOTORIZATION

Chief Marchant Shows How It Opens the Way for Two Platoons

The Gloucester, Mass., Times reporting a meeting of the Gilbert Club, says:

Alderman Lothrop brought up the matter of the two-platoon bill and thought it would be good idea for the Gilbert Club to take some interest in the matter, make an investigation and try to give the people the real facts. The alderman said he was not prejudiced one way or the other but wanted to get at the truth.

Is this something which the men who want to get on the permanent force want, Mr. Lothrop asked. Is it something that will do away with the call men? Does it actually mean that it will cost $20.000 more or does it really mean that it will only be a little over $5,000 or more. If this is something that will mean an increase of 80 cents on the dollar it ought to be looked into. The Gilbert Club shouldn't be afraid to put the shoulder to the wheel and give the people the facts.

Toastmaster Marr didn't take kindly to Alderman Lothrop's suggestion He said the Gilbert Club was not formed to go into politics and believed that such a step as Alderman Lothrop proposed would be the death of it. He compared the situation with trying to mix oil with water, and it would be foolhardy for the Gilbert Club to get into a matter like that.

Chief Marchant explained the figures in detail. He said that a committee of three of the permanent men had come to him and asked him for the estimates. He had met them the same as he would meet any committee. He was there for that purpose.

The figures he said were based on an estimate of next year's appropriation and he showed that the figures as given, providing the two-platoon bill is accepted by the voters, are only $5,760 more than the total appropriation for 1920. He said that 12 more men would be put on, making an increase of something like $18,000 or $20,000 in the appropriation for salaries but as a result of the motorization, a big saving had been made in his department, resulting in a cutting down on equipment and miscellaneous appropriations, and that the two platoon system could be inaugurated next year for only $5,760 more than this year's appropriation.

In order to ascertain exactly the amount it would require above this year's appropriation to put the two-platoon measure into effect in the fire department of Gloucester, Mass., in case the act is accepted by the voters at the State election on Nov. 2, a committee of three of the permanent firemen, Joseph Vierra, George Fuge and John A. Anderson conferred with Chief Homer R. Marchant, went over the situation and secured from the chief estimates of the 1921 appropriation. Instead of the figures of from $20,000 to $45,000 additional which have been rumored, the firemen claim that the extra cost for 1921 to install the two-platoon system will be only $5,760.

There are at present 28 permanent men employed in the department and while the two-platoon act implies that it will be necessary to add somewhat this number of men to maintain the same efficiency this is not the case, the firemen claim.

Under the present system of a day off in five, the working force is reduced to about 20 men, on duty every day. By adding 12 men, the number on which Chief Marchant has given his estimates to the men to the present working force, it will give a force of 20 men for each platoon.

Under the two-platoon system, these 20 men will be on duty at all times, either 10 or 14 hours, according to the day or night shift, on which the men may be working.

The salary estimates for 1921 under the two-platoon system follows:

40 men at $1,638—$65,620; vacations, $2,000; chief's salary, $1,900; call men, $10,240.

The salary appropriation for 1920 was $61,000.

Miscellaneous, $18,900; extra for coal put in for year, $1,500; equipment, $8,000. Total, $28,400.

The estimated total appropriation for 1921:

Fire alarm, $1,550; miscellaneous, $15,500; salaries, $79,660. Total for 1921, $96,710.

The total appropriation for 1920:

Fire alarm, $1,550; salaries, $61,000; miscellaneous, $18,900; extra coal, $1,500; equipment, $8,000. Total for 1920, $90,950.

Over-Decorated Firemen

A letter to the London Fireman says:

"Sir — In the days of old, volunteer fire brigade officers had a pretty taste in gold lace and weird tunic ornaments; this was noticed and discouraged by the executive of the Union, with the result that the present regulation uniform is all that could be desired. One hates to be captious, but it does seem as though some further sumptuary laws might be passed with advantage to prevent the wearing of ribbons which have no significance beyond the fact that they have been presented by foreign fire brigades or associations. It is, perhaps, the exception, rather than the rule, even for war ribbons to be actually worn nowadays, and the appearance of any wearers of complimentary ribbons of the kind indicated is not, in the writer's opinion, improved by the multiplicity of his decorations."

New Fire Alarm Headquarters

We present herewith a view from the entrance of the new Buffalo, N. Y., central fire alarm office.

This equipment, recently completed, is said to represent the most modern in the United States. All the apparatus was manufactured by Gamewell and represents not only the ideas and suggestions of their engineers but the accumulated ideas and experience of hundreds of fire alarm superintendents.

Mr. Edward P. Murphy is chief of the department and Mr. John Kraetz superintendent of fire alarm system.

EUROPEAN FIRE BOATS

Italian Cities Said to Be Better Protected Than Any Others in the World

Our friend Signor Ettore Vio, the chief engineer of the Venice Fire Brigade, sends us an interesting photograph of a serious fire at the Royal Arsenal at Venice, which caused a considerable amount of damage before it was got under. He informs us that the fire floats supplied by Messrs. Merryweather to the Municipal Fire Brigade and also that possessed by the naval authorities did excellent service in extinguishing this fire.

It may not be generally known that the first fire float constructed by the old established Greenwich firm was supplied to Venice as long ago as 1869, and during a visit of the present writer to that city some ten years ago was still in evidence, with a new hull, but with the original machinery in good working order.

Subsequently a new boat was ordered having a combined petrol propelling mechanism and a "Greenwich Gem" steam pump with an oil fired quick steaming boiler.

Italian firemen have a great predilection for steam, and it is a fact worthy of notice that the Italian sea board is probably better protected from fire than that of any other country in the world. All its important ports, as Genoa, Spezia, Naples, Taranto, Messina, Venice, and others, are equipped with boats of British construction.

The London water area is well served by the floats of the London Fire Brigade, but it is a matter of notable fact that the Liverpool, Glasgow and Newcastle Brigades, who are responsible for far greater waterside risks than exist in the Italian ports, possess no floating appliances, although, of course, the Tyne is well served by the two floats at the Elswick Works owned by Messrs. Armstrong, Whitworth.

The cost of upkeep of a fire float is inconsiderable, and far less than that of a motor fire engine, as it does not wear out tires. As a single unit it frequently possesses as great a pumping capacity as eight land appliances, and being used on its own element is never short of water. — The Fireman, London, England.

WOES OF A SONG WRITER

Harry N. Files Accused of "Writing Up" His Own Works

A new danger now confronts firemen. If they write a popular song about the two-platoon movement and we give them a complimentary notice in Fire Service, they are likely to be accused of having literary ability.

To write literature in secret is supposed to be something entirely foreign to firemen, especially if in addition to that they admit writing songs.

Such has been the experience of Harry N. Files of Little Rock, referred to in our article of August 28. We may now inform him, however, that in addition to being accused of writing articles about his song in American journals, he is open to the accusation of having the same copied abroad. For in The Fireman, of October 1, published in London, England, our article about the song of Mr. Files was copied, with credit to Fire Service.

We have received the following letter from Mr. Files:

Little Rock, Ark., October 6, 1920.

Fire Service,
New York.

Gentlemen — Have intended writing you for some time and telling you that I appreciated the prominent mention you gave my song in the issue of August 28, but was on my vacation at that time, and since reporting for duty have just neglected doing so.

I wish to thank you and assure you that your efforts in behalf of my song were far more than I could have expected, although you had written me that you would assist in any way possible to help make a success of it.

And I am proud to report to you that I received several orders through that article which helped considerably in getting it introduced over the country. One, especially, worth mentioning to you, i.e. (I mean it will be more interesting to you because it shows how Fire Service is read everywhere), is one I received from Victoria, B. C., saying he read of the song in Fire Service and wanted a copy sent right away.

Have been successful so far in getting it introduced in 35 states and B. C. But orders have fallen off a little lately.

Now, I wish to mention the fact that some seem to be under the impression that your write-up of my song was an advertisement of mine.

Only a few days ago, a representative of a big concern connected to fire departments, which, in fact, handles something that increases the efficiency of the departments very much, was in the office and was telling me of purchasing a copy of my song and liking it, etc., and he mentioned the article in Fire Service and asked me what that "ad" cost me. And I have had one or two others mention it as an advertisement of mine.

Of course I appreciate your giving my song the prominence you did, and have not failed to tell others of how I appreciated the prominence it was given by such a well known editor in such a valuable journal, and I am sure you know that I am sincere about it, and I would be glad if you could, even in a short space, set them right about it.

As you know, you did go after some of these interested in "voting for firemanic progress" pretty strong, and since some are under the impression that I placed the article in Fire Service as an ad. am afraid others might think so, and here is the position I am placed in.

You see, we have asked for the two-platoon in our department, and after meetings of our committee and the Mayor and Council Committees, the Mayor and some of the Councilmen advised that while they were in favor of granting it, the financial condition of the city at this time would not allow them to install it, and deferred the matter until after the first of the year. And I wish to add that the Mayor has assured us all along that he is very much in favor of the system and hopes to be able to install it in the near future.

So you can see that I would hate to have anyone think I had written anything that would insinuate that they were "tightwads, etc.," because we have not been successful with our request for the two-platoon.

I cannot see how anyone reading the article could mistake it for a paid ad of mine, or that I wrote it, but I do not intend to case any reflections on the intelligence of those who may have understood it that way.

Now, thanking you again for the interest you have taken in myself and song, and leaving the rest up to you to handle in any manner you think best, and with best wishes, I am, Yours sincerely,

Harry N. Files,
Author of "The Fire Fighter's Last Goodbye."

9 Platoon Elections

Voters in nine Massachusetts communities at the coming election will be asked whether they favor a two-platoon system in the local fire departments.

The places in question are Boston, Gloucester, Wakefield, Newton, Melrose, Beverly, Malden, Medford and Swampscott.

Petitions, with the required number of signatures, for the placing of the question on the ballot have been presented to the office of the Secretary of State.

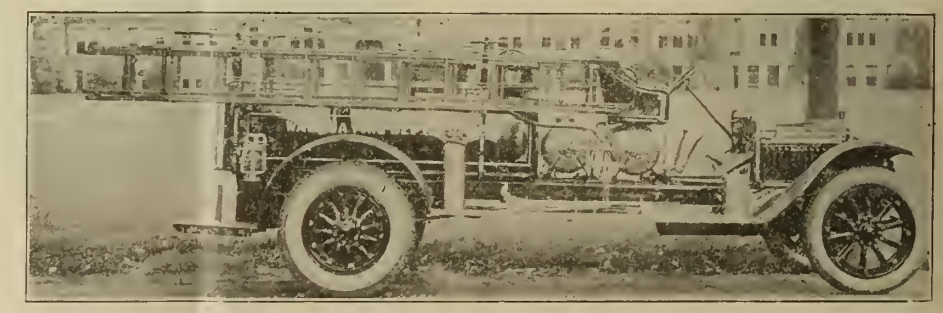
Tire Supplies

At the suggestion of the War Industries Board during the war several sizes of rubber tires were discontinued in an effort to standardize.

Among the sizes affected were 38x4½ and 36x4½. Many factories discontinued making those sizes but the Dayton Rubber Mfg. Co. report they shall continue to make Dayton Airless Tires in those sizes as they are used only by Fire Departments and are popular sizes for that use.

An English Profiteer

Scarborough Watch Committee have instructed the town clerk to take proceedings against the former fire brigade engineer to get possession of a house. He recently resigned, and it was reported that he still occupied the house at the fire station, gas, coal, and rent free, and was, moreover, letting apartments and receiving visitors. — The Fireman, London, England.



White-Northern double tank combination chemical and hose, which was driven from Minneapolis and demonstrated at various towns en route to delivery to Wadena, Minn.

COMMERCIAL NORTHERN PUMPERS

Packard-Northern 750 Gallon Hose and Pump in Service in Bridgeport, Conn.

Other Packard-Northerns in service in — Union Stock Yards, So. St. Paul, Minn.; Corsicana, Texas; Cisco, Texas; Coleraine, Minn.; Turners Falls, Mass.; Morris, Ill. Over three hundred Northern Pumps in Fire Department Service.

ANSWER THE ALARM

Northern Rotary Pumps cost more than other pumps.

There are many reasons why.

Here are a few — More gallons per horsepower, longer life, guaranteed performance and many features of constructions pictured and described in our catalog.

If the Northern Rotary Pump could be made any cheaper and still maintain its present efficiency of 83 per cent, we would do it. We would get all the business then, while now, only discriminating buyers who appreciate values buy the Northern.

Northern Fire Apparatus Co.

Minneapolis, Minnesota

Sales Offices: Every Truck Dealer, Everywhere

We also manufacture — Equipments, Hand Drawn Pumps, Chemical Engines, Hose Carts, Northern Trailerpumps and fire department supplies.

"HAS THE FIREMAN A SOUL?"

Rev. Dr. Lackland Says He Can Attend Church Only Once Every 21 Days Under Continuous Service

Forty Denver firemen attended Grace Church in uniform on Sunday night recently. Dr. G. S. Lackland urged the two-platoon system for the fire fighters of the State.

"Citizens of Denver owe the firemen an intelligent understanding of their problems in return for the prompt and faithful protection of their property from fire," he said.

"While the eight-hour day is generally recognized, not many people know that our firemen are on duty 24 hours with one day off in three.

"The Firemen's Association has asked an endorsement of a two-platoon amendment for firemen. It would give the men 12 hours rest a day and one day's rest a week. It would require an addition of but 15 per cent in the number of firemen.

"The benefits to the firemen and to the public are as follows:

"It would furnish a reserve force in case of a bad fire.

"Instead of general service producing in efficiency it would enable men to specialize and thus give better service.

"It would better the health of the men. It reduces sickness 50 per cent where it has been tried.

"The average fireman suffers some physical impairment after 20 years of service. His sleeping quarters are comparable with our barn or garage. He is frequently soaked fighting a fire. When seized with a cold, which a little home attention would remedy, it speedily develops into a serious malady.

"What of the fireman's home and family? They see the husband and father once in five days.

"Is this human? Is it fair to rob the fireman's home of daddy in order to save 15 per cent? Is it very radical to ask for a 12-hour day, two meals at home and the privilege of sleeping under one's own roof?

"Has the fireman a soul? Under the present system he can attend church once every 21 days.

"The firemen protect our homes — let us protect his by voting for amendment No. 1."

60 ALARM BOXES WRECKED

They Were Not Built for High Voltage Purposes

The police and fire department signal system of Waterbury, Conn., which was crippled in a rain and wind storm recently, was restored to service after nearly five hours of constant work by the department repair gang. Supt. Charles K. Ahearn characterized the storm's effects as about the worst he had ever seen.

Supt. Ahearn and his men were called out when the high tension wire on East Main street worked its great havoc and crosswired the lines of the police and fire departments. Box 17 at North Elm and East Main street was totally destroyed and box 212, a private alarm at Platt Bros. on Brown street, was seriously affected.

The department's repair men will be able to restore the Brown street box to service, but Supt. Ahearn said that the destruction of box 17 will be a total loss to the city of $185.

Police signal and fire alarm boxes in practically every section of the city suffered burned out fuses, not less than 60 boxes being attacked by the electric current which worked damaging effects in every instance. Department attaches were busy installing auxiliary boxes where the damage done to the regular boxes made their use dangerous to the lives of policemen.

Supt. Ahearn said that the repair men of the electric light company deserve credit for the yeomanlike work they did in bringing about the restoration of street lighting service.

The storm's effects were such, he said, that the workmen of all utilities affected did their service under extreme difficulties, because of the darkness. The work of the early morning, so far as the electric light forces were concerned, was in clearing the wreckage and disentangling the repairs to the damaged lighting system was done during daylight hours.

Though the damage seriously related to only 60 of the 265 fire alarm boxes in the city, the work necessitated an inspection of all the boxes, also the boxes in the police signal service to insure safety against possible defects. Inspection and repairs took up much of the time of Supt. Ahearn and his crew.

Fire department officials characterized the storm effects as one of the best illustrations of the dangers of a high voltage in the transmission wires of the street lighting service, such as the company contemplates in the rearrangement of certain of its circuitings.

The damage done had the effect, firemen said, of revealing the serious consequence which have been outlined as a possibility in meetings of the board of public safety.

Fighting Fires at 82

T. B. Burgert, aged 82, of Galion, Ohio, is the oldest active fire fighter in the state, according to W. C. Parsons, of the state fire marshal's office, and editor of the bulletin issued monthly by that department.

"Burgert became a fireman 66 years ago, when he joined the volunteer department of Canton," said Mr. Parsons. "He belongs to the fire department of Galion, and notwithstanding his advanced years, takes an active interest in its work. I doubt if there is another man in the world engaged in fire work who is as old as he is."

Mr. Burgert, when on an eastern trip recently, visited the office of Fire Service. The Repository of Canton, Ohio, recently in speaking of him, said:

"T. B. Burgert, 82, believed to be the only surviving member of the old volunteer fire department in Canton in 1854, is still in active service as a fireman. Burgert, despite his advanced age, is a member of the department at Galion, and takes an active part in the work of the department.

"Burgert was the oldest fireman attending the recent meeting of the Northwestern Ohio Volunteer Firemen's Association at Ashland. He was a member of the old rescue fire department here when the Ball & Aultman Co. was destroyed by fire in 1854. T. Saxton was captain of the fire company then and James Saxton, editor of the Repository, was secretary."

New Model Auto

WANTED—for a genius, member of the fire department, spare parts of old autos. One of our number is making himself one from an engine and a belated mechanical ambition. Fire-fighters, courthouse.

In response to this want ad, the signal room at fire department headquarters is filled with fliver parts, ranging from a wheel from a 1910 model wheelbarrow to a pair of gauntlets minus the fingers. A. A. C. Newman, better known in the city hall as "Doc," the inventor and originator of the contraption in which he hopes to tour the streets of Minneapolis, was overwhelmed with offers of assistance.

Chief C. W. Ringer donated one radiator cap, and now if someone will give him a radiator, "Doc" says, he'll be all right.

Walter Scott, secretary of the department, generously brought one piece of casing and a rim. Just behind him came Victor Swanberg, lieutenant, who insisted that Newman accept a handful of bolts and screws. A brake leaf, a valve, a connecting rod, a lamp from the days when hacks were most in use, a piece of belting, 10 yards of hose to be used to clean the car when finished, and a piece of bed spring to act as a shock absorber, were among the things Newman received the first day.

"With my friends behind me, I will soon have an honest to gosh machine," he said. "I started in with an old engine, and already I have some of the most important parts."

Newman is building the car during his spare hours off duty and predicts it will be a 1920 model with a combination of parts that will rival the League of Nations. — Minneapolis Journal.

Queer Monument

A number of members of the Wrangell fire department went in a body to the cemetery Sunday afternoon for the purpose of setting up a monument over the grave of one of their deceased members, Mr. John Schuler, who passed away in 1916. A most unusual monument had been prepared. A fire extinguisher painted red had been set in a concrete base. A small tablet containing the lettering of the epitaph was behind glass and moulded into the concrete base, the whole making an appropriate and enduring monument.—Wrangell, Alaska, Sentinel.

Drug on the Market

Humbled by the more up-to-date motor equipment, horse-drawn fire department vehicles which the city is endeavoring to sell, are not in demand.

One proud fire engine which was a wonder in its day is now employed in spraying trees in an orchard near Grand Forks, it is said. Another was scornfully looked over by a prospective purchaser who announced that he desired one for use as a pump at a mine.

Not even villages are proposing to instal horse-drawn fire apparatus, apparently, as, according to the city purchasing agent, James Stuart, no enquiries have been made for those the city is anxious to sell.

Three steam fire engines, five hose wagons, a chemical wagon, a combination chemical and hose wagon and an ambulance, which have been replaced by motor equipment, are offered for sale by the city. — Vancouver, B. C., World.

Thornton, R. I. — Volunteer Fire Co. will buy necessary equipment.

Elkton, Md. — Will expend $7,500 for fire engine.

Three Rivers, Tex. — Funds secured for purchase of chemical engine, hose car and hose.

New York City Buys 212 5-Ton White Trucks

IT is a significant fact that the largest city in America, in placing the largest order for motor equipment ever placed by a municipality, to meet the severest hauling problem ever undertaken by a municipality, awarded the contract to the largest manufacturer of motor trucks in America.

Two hundred and twelve White 5-Ton power dumping trucks with Double Reduction Gear Drive (seventy-five of them having flusher equipment) will be used for street cleaning, ashes, garbage and snow removal; a big job the year around and emergency work of the most exacting kind during the winter storms.

In awarding the *entire* contract for heavy duty trucks to The White Company, the City of New York has assured itself the highest quality and design of motor truck, comparable with the great fleets of White Trucks in the service of the country's largest commercial users.

THE WHITE COMPANY
Cleveland

GREAT FIRE OF LONDON

City Was Looted by Mobs, the Rich Became Poor and the Poor Rich

"The Great Fire of London in 1666," by Walter George Bell, London, is published by John Lane at The Bodley Head.

The author, in a preface to this work, remarks that the fire of London has waited long for an historian, and we are tempted to add that the waiting was worth while, for Mr. Bell has the happy knack of weaving his facts and statistics together in such a manner as to form a fascinating narrative, while omitting nothing that is informative or essential to a proper study of his subject.

The book is eminently readable from the first page to the last; it is enriched by a number of reproductions of contemporary prints, as well as by modern photographs of ancient buildings; and it really enables the reader to form a more or less adequate notion of the appearance of the city as it existed in the time of Charles II., and of the manners and customs of its inhabitants. We feel quite certain that this work will rank as the standard authority on the great fire.

Quite apart from its literary merit, which is considerable, it deserves the position by reason of the painstaking and capable manner in which the author has collected and placed on record a vast amount of interesting information. Familiar names appear on page after page — Sir Thomas Gresham, Evelyn, Pepys, Sir Christopher Wren, Lely, the painter — even the Richard Whittington, who has been immortalized in pantomine, has his "mention," although, of course, he was merely a memory in 1666.

One sees the old merchant princes in peril of losing their all; the danger reveals the nature of the men. One — generous and free handed — rewards those who assist him with handsome payments; another — parsimonious and crafty — offers half-a-crown an hour when the danger is at its height, and actually pays no more than eighteenpence when his object is achieved.

The scum of the populace rises and loots the city; watermen and carters extort fabulous sums for their services; in a single day rich people became penniless and poor folk reached affluence.

The unfortunate rich, reduced to penury by the fire, are cast into a debtor's prison, where they languish until death releases them. The tradesmen in the building crafts earn great wages while they rebuild the city; the rules of the gilds are suspended to admit journeymen from the provinces.

The King inspects plans for rebuilding the city on improved lines; yet buildings arise, in most cases, practically upon the foundations of those destroyed; out of the ruins are dug masses of silver — all that remains of the ancient plate of the City Companies.

Frenchmen and Dutchmen, in turn, are suspected of incendiarism; there is no proof of their guilt, but some of them perish miserably at the hands of the mob. The historian approaches his subject from every point of view, and names his authority for practically every incident, so that the whole narrative bears the unmistakable imprint of truth.

In fine, "The Great Fire of London in 1666," purporting to be as complete an account as can now be prepared of the most terrible visitation of the 17th century, justifies the claim of its author.—The Fireman, London, England.

OVERCOME BY SMOKE

Remarkable New Squad to Be Added to the Boston Department

Fire Commissioner John R. Murphy, of Boston, plans to increase the number of gas masks now used in the department; to adopt the latest approved types and to change them from time to time as new improvements are made, so that, so far as the Boston Department is concerned, "overcome by smoke" will no longer figure in description of mishaps to firemen.

Also, Prof. Robert E. Wilson of the Massachusetts Institute of Technology, an expert on gases, has just submitted to the Fire Commissioner a long report as to just what the firemen need at gaseous and smoky fires.

Prof. Wilson stated that it is very seldom that firemen are really overcome by smoke, and that, under the new plans, no fireman need be in danger of suffocation.

In his report Prof. Wilson stated: "Smoke is the most troublesome and most complex of the various factors that cause firemen to be overcome, but it is probable that very few men are actually overcome by smoke alone. But it does irritate the eyes and lungs and prevents the firemen from entering places where they might otherwise be able to do important work.

"Most of the visible part of smoke is relatively harmless, consisting as it does of finely divided particles of carbon, ash and hydrocarbon oils, frequently associated with more or less steam.

"Most of the irritation is not from this visible smoke but from the unseen gases that are mixed with it. Since similar conditions of combustion tend to produce both the irritating gases and the visible particles of smoke the effects of the two are often confused.

"I should recommend to the Fire Commissioner that a new 'rescue squad,' in addition to the one now in service, be added to the department, with each member equipped with oxygen helmets; that simpler types of masks, such as the army mask, be provided for all the ladder companies, and that the Fire Department officials ask for the new operation of the Bureau of Mines in training the men in the use of the new gas-fighting equipment.

"Also that all plants where special gases are likely to be encountered, such as ammonia gas in refrigerating plants, be required to equip themselves with an adequate supply of masks specially designed to protect against these special gases. This would apply especially to refrigerating plants, where ammonia masks should always be available in case of an emergency.

"The cause of most of the suffocation at fires is carbon monoxide. Almost any organic material which is burned in the presence of insufficient air is likely to give off carbon monoxide. It is a colorless, odorless gas which is seldom noticed by a victim until he is almost overcome.

"There is little danger from carbon monoxide in fires in the upper parts of buildings where there is a sufficient amount of air. Fires which have smoldered for some time in a tightly closed room, and especially fires in basements, are likely to give off rather large amounts of carbon monoxide.

"A good rule for the firemen to follow to determine whether or not a fire is likely to be giving off carbon monoxide is to observe whether or not the smoke and gases are coming from or through a zone in which there is a free kindling. Under such circumstances there is very little likelihood of the carbon monoxide being formed, as it happens mainly when the fire is smoldering and giving off much smoke, but comparatively little flame.

"Large bales or piles of fibrous materials, such as cotton, wool, waste, etc., are particularly likely to smolder and evolve carbon monoxide and other toxic gases. It is sometimes observed that hot gases and smoke coming from an enclosed space burst into flames when they come in contact with the air. This flame is due to the combustion of carbon monoxide and similarly burned materials present in the gases.

"Another factor in suffocation is carbon dioxide, but this is less dangerous than carbon monoxide, and, inasmuch as firemen usually 'open up the fire,' thus allowing air to reach it, this gas is of relatively slight danger in ordinary fires.

"Still another is 'oxygen deficiency,' such as would occur in fires in the mine fields, where the amount of oxygen in the air is reduced to a dangerous minimum. In ordinary fires, however, this condition would not be met with.

"There is a wide variety of 'special gases' which are likely to be met with occasionally and against which the firemen should be protected. The one most frequently encountered is ammonia gas.

"Actual experience in the Boston fire department has indicated, however, that over a period of three months, out of 1,249 fires, ammonia was encountered only 18 times and other special gases still less frequently. Since such gases are so seldom met with, and even if encountered are so easily recognized that there is very little danger of a person being overcome by them it would appear undesirable to add much to the expense or weight of a gas mask in order to protect against all these possibilities.

"As to the features desirable in gas masks, they should be easily and quickly adjusted, should be easy to breath through, should not be bulky, and should be as comfortable as possible.

"For the use of firemen not specially trained in 'rescue squad' work I would advise the army type of mask. I would warn the commissioner, though, to have the specifications carefully drawn, because it is unquestionably true that some very inferior masks of this type are now being put on the market by small, unscrupulous companies."

Prof. Wilson's specific recommendations were as follows:

1. That a second rescue squad, similar to the one now in service, be organized with men especially trained for the work; the men to wear the latest and best type of oxygen helmets, not to exceed 40 pounds in total weight.

2. That it would be unwise to put such oxygen apparatus on the ladder trucks or to have them used by men not especially trained.

3. That each ladder truck be equipped with carbon monoxide smoke masks of a type which is soon to be put on the market.

4. That pending the completion of the proposed new gas masks it might be advisable to equip the ladder trucks at once with the army type of masks and to exchange them for the newer ones when the latter are ready.

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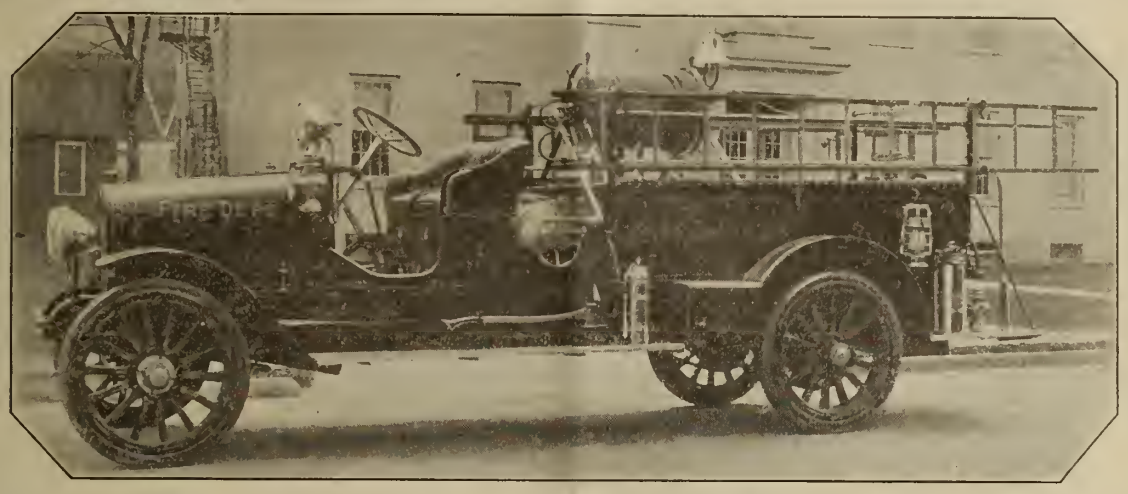

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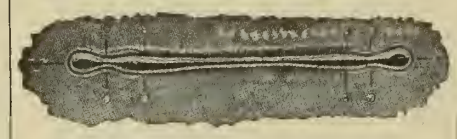

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Westport, Conn. — Committee of fire district recommends purchase of pumper to cost $7,500.

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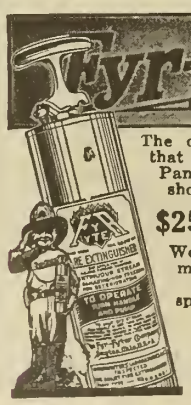

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5. That the department should take advantage of the offer of co-operation from the Bureau of Mines and furnish them with samples of gas taken from the vicinity of dangerous smouldering and basement fires in order to secure better data as to the precise conditions which must be met.

Commissioner Murphy stated in connection with the report that it is the intention of the department to equip the force in accordance with these recommendations at the earliest possible moment. Also that at the present time the rescue squad have oxygen masks and on some ladder trucks have masks similar to those used in the army. These masks are only available for smoky fires and ammonia leaks.

A "Standard"

Submitted to the Toronto Convention.

Standpipe Work

In order that a thorough explanation be given relative to the uses of standpipes in fire fighting, it is necessary that the reasons for the installation of such equipment in buildings be clearly understood.

Fire departments are usually equipped with apparatus and portable appliances, hose, etc., designed to be applied in fighting fires in buildings of average or ordinary height and area. As for example, if the average maximum height of buildings in a community be six or seven stories and the greatest maximum area of buildings be about 10,000 square feet, the equipment of the municipal fire department will probably be such as to permit quick work in combating a fire on any floor or in any portion of such building.

However, if an owner erects a building of more than ordinary height or area, such owner should necessarily be required to provide some sort of auxiliary fire fighting equipment as a permanent feature of the building's construction to aid the fire department in fighting a fire in such building.

To stretch a line of hose or several lines of hose up stairways to the upper stories of buildings of excessive height would be a slow procedure and an undue handicap for quick work at fires.

To meet this condition, systems consisting of vertical pipes with hose outlets and valves at every story and known as standpipes for hose line purposes, should be installed, and be provided with a water supply from a gravity tank placed on the roof and connected with the system, and proper sized filling pumps with feed line to the gravity tank to fill such tank. The tank should not be filled through the (standpipe) riser. Where a building is over 280 feet in height, fire pump equipment, connected to the lower end of the standpipe system, should be installed in the building to provide a direct supply of water for such system.

The regulations of the City of New York require that all buildings over 85 feet in height or which are over 10,000 square feet in area shall be equipped with standpipes. If the building is over 85 feet but not more than 150 feet, the standpipe must be 4 inches in diameter; if over 150 feet but not more than 250 feet, it shall be 6 inches in diameter; and if over 250 feet in height, it shall be 8 inches in diameter.

Risers and hose outlets should be placed in the stairway enclosures and the number of risers to be provided should be such that all portions of each story are within the reach of at least one stream supplied by hose of not more than 100 feet in length.

A building extending from street to street, or "L" shaped, thus having two street frontages, should have a standpipe for each street frontage.

Where there is more than one standpipe, the risers should be cross-connected in the cellar or lowest story.

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Siamese connections (2-way, 3-inch) with individual clapper valves for each inlet should be provided on the street for fire department supply, and a sign designating the purpose of the siamese should be placed at same.

The above description is a brief outline of the salient points of Standpipe Regulations in New York City, and as such requirements are necessary and logical provisions, they are applicable for adoption in any city, and where regulations are not in effect, it would be well for the fire department to seek to have necessary ordinances adopted and made effective for buildings requiring such equipment.

As to the general practice of standpipe work at fires the following procedure should be followed:

All companies located in or which respond to fires in the districts having buildings equipped with standpipes should have on the hose wagon at least two lengths of 2 1-2 inch hose folded or rolled for standpipe work and disconnected from other hose on apparatus.

The officer in charge of the engine company first to arrive at a fire in a building equipped with standpipes should immediately locate the fire. If the fire is above the fourth floor, such officer should give the command to stretch into the standpipe siamese. To furnish proper supply for standpipe work, two lines should be stretched from the engine (or high pressure hydrant) and connected to the standpipe siamese. Three-inch hose should be used if the wagon is equipped with same, but where no 3-inch hose is available, two lines of 2 1-2 inch hose should be used. In the meantime, the two folded or rolled lengths should be taken from the wagon, two men carrying same proceed up stairway, and a third man carrying up a controlling nozzle (and if the hook and ladder company has not arrived, also carry an axe) proceeding to the floor below the floor on fire. The hose line should be disconnected from the standpipe outlet, for the reason that it cannot be depended upon, and the two lengths of department hose connected to valve outlet and stretched up stairway to fire floor, and necessary orders to engineer to give such pressure as elevation or other conditions would require.

During the period that would elapse in the work of opening the door to the fire floor, the hose line should be freed of kinks and air allowed to escape from the hose line, to insure water at the nozzle when the door is opened.

Suggestions will be made later as to methods used in computing pressure for hose lines operating at high elevations.

As to the pressures to be called for by the officer in charge of the company, the following information will serve as a guide: While it is essential for the officer to know the basis of computing the pressure necessary to elevate water to any given height and be able to figure out the required nozzle pressure and friction loss in the hose and standpipe, if proper study and thought is given to the problems while in quarters before a fire occurs, it will not be necessary to theorize or use a pad and pencil while at the actual fire. An officer of average intelligence should be able to estimate within a few pounds just what pump pressure will be necessary to give proper nozzle pressure and volume, almost instinctively, without any delay.

It requires .434 pounds to elevate water one foot, or 43.0 pounds for 100 feet. Assume that the average story height of buildings is 12 1-2 feet, thus 12 1-2 feet elevation requires 12 1-2 times .434 or approximately 5 1-2 pounds per story for lift.

While the actual friction loss under ordinary flow in standpipe risers is almost negligible, there is a loss at the siamese connection and at the outlet valve owing to

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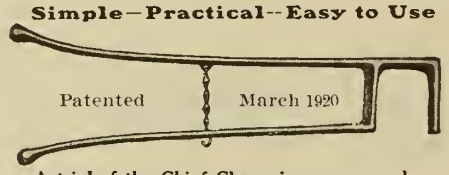

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fittings and reduction in area, and for all ordinary purposes, an allowance of 25 pounds for frictional loss in the standpipe is a fair assumption.

About 30 to 35 pounds nozzle pressure is sufficient for men to handle working into a smoke filled floor, and will furnish a stream of sufficient strength and reach if properly applied. The proper sized nozzle for work inside buildings depends upon the judgment of the officer in charge, but usually either a 1 1-8 or 1 1-4 inch size is used.

With 35 pounds on the nozzle, about 220 gallons per minute are discharged. For a flow of 220 gallons, there would be a loss of about 6 pounds for each length of 2 1-2 hose, or 12 pounds from standpipe outlet to nozzle.

The friction loss from engine or hydrant to siamese connection will depend on the number of lengths so stretched and the size of the hose used. With two lines of 3-inch hose from engine to siamese, the loss will be about 5 pounds per 100 feet.

Assuming a fire occurs on the tenth floor of a building (average height of floor being 10 feet) and the company is to operate from the standpipe, an officer in charge of the company on arriving can easily estimate the pressure to order the engineer to give as follows:

10 floors at 5 1-2 pounds per floor—55.

35 pounds at nozzle plus about 15 pounds for hose from outlet—50.

Friction loss allowed for standpipe—25.

200 feet or 4 lengths stretch from engine to siamese (two lines of 3-inch)—10.

140 pounds approximately.

Officer calls for 140 pounds at the engine.

In the event of a fire occurring in the upper stories of an exceptionally high building, such as the Woolworth building or the Equitable building in New York City, an officer in charge of the company about to connect to and operate from the standpoint would reason as follows:

The fire is on the thirtieth floor. Thirty times 5 1-2 means 165 pounds for elevation. Fifty pounds for line from outlet and nozzle pressure, 25 pounds for standpipe. Ten pounds for 4 lengths stretched from engine or hydrant to siamese (two lines of 3-inch). Total pressure needed at engine or hydrant, 250 pounds.

In high buildings where fire pumps are provided connected direct to the standpipe system, the officer in charge of the fire should immediately send orders to the engineer of the building to start such pumps and maintain pump pressure at the same figure as required at the hydrant or engine, and in the case given of a fire on the thirtieth floor, the order would be for 235 pounds at house fire pumps.

In the case of an exceptionally high building or any other similar building in a high pressure zone, notification should be sent to the high pressure pumping station to increase the pressure, if necessary to fight a fire in the upper stories.

If the second company to arrive at the fire is ordered to operate from the standpipe, the officer in charge of such company should pay strict attention to the order given as to the point his company is to operate from. If there be a fire escape on the building, and the order given by the officer in charge of the fire is for the second company to operate from the fire escape, the officer of such company should order his men to take up two lengths of 2 1-2 inch hose in addition to the two rolled up lengths, making a total of four lengths to be carried up. The reason for this is: The first due company has connected to the outlet on the floor below the stairs. The second due company will have to take a connection from the second floor below the fire. It will probably require two lengths of hose to reach from such outlet to the rear of building on that floor, and the two additional lengths will be needed

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to make the stretch up the fire escape and into the fire floor.

In the case of an exposure fire endangering adjacent buildings, if such adjacent buildings are equipped with standpipe systems, the services of members of truck companies may at times be utilized by ordering such companies to enter the buildings endangered, stretching the hose lines from the standpipes, and putting out fire which has ignited window frames or stock near windows, and by carefully wetting down material within the flame or heat radiation zone, keep such fire from extending.

All theatres and other places of amusement which are equipped with standpipe systems and in which fire may occur requiring the use of such equipment should be given consideration by firemen who may be present when such condition occurs and definite plans as to the action of a fireman under such circumstances can be made in advance. Thought should be given to the menace that might be created if lines of hose stretched will obstruct aisles or exits, and if it be necessary to use such hose it should be laid to cause the least obstruction in the means of egress and with the shortest possible stretch. As for example, if a fire occurred in the smoking room on the west side of a theatre, the proper stretch of hose from the standpipe would be from the outlet on that side and not from the outlet on the east side, which would probably necessitate laying a line of hose across the entire rear of the auditorium and blocking the front entrance and exits.

In operating at fires where standpipe work is involved, and it is found that a connection cannot be made to the outside siamese connection, it will be possible to provide a supply to such system by using a "double female connection," and placing same on the outlet of the standpipe at the first story inside the building. The male coupling of the hose which has been stretched to the siamese should be carried inside to the first outlet of the standpipe and connected to the double female placed on such outlet, a short piece of 1-2 inch rope being used to lash the double female to the riser to relieve the strain on such fitting.

As to the number of hose streams that can be obtained from a standpipe system, all officers should consider the power available at the source from which the water pressure is derived and the volume that such power is able to deliver; there is a vast difference between the supply from a fire engine and a high pressure system, and also in the output that may be obtained from a 3-inch and a 6-inch standpipe.

Where no other power than that obtained from one fire engine is used on a standpipe system, it is suggested that where an increase in volume is desired, that the power of an additional engine be utilized, by attaching two siamese connections to the siamese connection on the building, which will permit of four hose lines being connected to siamese connections to augment the supply.

The occasion may arise at an operation where it will be necessary to obtain the delivery of a stiff heavy stream from a standpipe in a high building in close proximity, either on front, rear or sides of the building involved with fire.

It is necessary to throw the water in large volume a considerable distance, and the siamesing of lines within the buildings is suggested, taking the supply from the standpipe outlets on two floors, but where a "two in to one" delivery is not sufficient, additional siamese connections have to be used in such manner that the volume and range of the stream desired will be obtained and for the prompt making up of a layout as suggested officers and men should

(Continued on Page 18)

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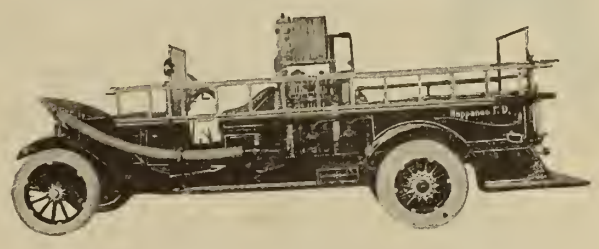

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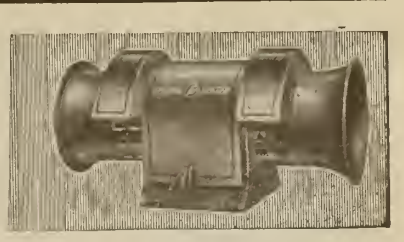

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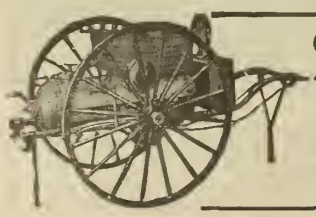
Canton, Ohio — City council has provided for construction of new fire alarm.

Haverhill, Mass. — Installation of fire alarm in all public schools under consideration.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MILLIONAIRE FIRE FIGHTERS

They Have a Very Elaborate Organization at Mamaroneck

Up in Mamaroneck they have two big events during the year. One is Christmas and the other is the annual inspection of the fire department.

Mamaroneckers tell this little joke, to show what they think of their department: Down in New York, when you see the engines go home, you believe the fire is out; over in —— (a nearby township) when you see the engines come home you know that the house is burned down; but in Mamaroneck they never have any fires, and when you see the firemen out, it's either for exercise or parade.

The town was lit up like a Christmas tree recently. An hour before the parade started the youngsters were grouped admiringly in front of the houses and their elders were crowded along the main street.

Then came the parade, and it was some parade. The Bonnybrook Corps, reputed in town as the "best corps in New York," came by with no little eclat. Every one cheered, and as they reached the railroad station a huge bonfire burst forth in flames that lighted the town for blocks around.

Then came the three department chiefs, Harry Detlefs, Paul Will and George Wolf, with twenty-five visiting chiefs, from neighboring townships.

And then — the department. Weaver Street, the millionaire detachment from Larchmont Gardens, headed them. All members of the company, except Matt and Pat, the heavenly twins, who stay at the house permanently and keep the engine shining and see that nobody swipes it, are volunteers.

They are bankers, brokers, insurance men, business men of New York, who live in the Gardens. When the company was organized and had its first fire, there were so many limousines on the street that the engines could scarcely get by. After that came a rule that only one auto for each four members would be allowed.

Capt. Frank Nichol was in command. Capt. Nichol has not had a chance to use his company for several months at a fire.

But when a person is missing, when any "drive" is on, when community spirit is needed for some good cause, the firebell rings and the men dash to the firehouse for instructions. On one occasion last spring it spent three nights searching the woods for a missing woman.

It is more than a fire company — this Weaver Street contingent; it is a group of good citizens ready for a fire or for any emergency. In the ranks were H. J. Brewer, New York engineer, Building Commissioner of the town, Deputy Sheriff and the man who sees that every Republican registers and votes. Mr. Brewer declares that his district is 108 per cent Republican.

Then there were Harry McGivney, former captain of the company, and Deputy Tax Collector; Palmer Howell, Tax Collector, whose house stood in the Gardens years ago, even before the tracks of the New Haven were laid at the foot of the hill; Jeremith Healy, the "despatch rider" of the company; Percy S. Clark, whose friends say he cannot tell two pairs from a straight; Lieuts. Archie Robinson, H. M. Whittaker and "Smoky Joe" Sorn; "Fiery George" Moore, who was a volunteer lieutenant in the New York department during the war; Harry Worden, Rear Admiral Josephthal, former commander at Pelham Bay, and E. F. Albee, manager of the Keith Circuit.

Last year the company asked Mr. Albee for a band, and 125 men appeared in the parade. When they got to Mamaroneck the sixty members of the company presented the band at the banquet tables. The town fire department mailed a bill for 125 dinners and the Weaver Street company returned it with thanks. This year the department announced that it would provide the band for Weaver Street.

Next came the Mamaro engine and hose under Capt. George Blizzard, and Hose No. 3 captained by Joseph H. Muller, with Frederic M. Sherman in the front row. The Woods of Larchmont Company, under Capt. Henry Harlach, reported with its forty members and hand-drawn hose. This company may not have the latest engines, but Capt. Harlach says that it puts out the fires before they get started. All of which is perfectly satisfactory to all concerned.

The parade was reviewed and the inspection held by Supervisor George W. Burton, who corresponds to a mayor, president or boss — as you will; his is the highest office in the town and as he went down the street the cops came to as rigid a salute as though Mr. Enright were passing down Lafayette street.

With him was "Doc" Sloane, who runs the apothecary shop, and won lasting fame as president of the baseball team, a team which, as the villagers confined in one voice, "was best in Westchester County."

Next in order were the village and town boards, known as the "town fathers." All declared that when it came to fire and police departments and baseball teams, Mamaroneck took the blue ribbon and everything else that went with it.

After the inspection came the banquet given by the town in Columbia Hall, attended by vaudeville and what not.

Mamaroneck regretfully closed its eyes. One eye was fixed on Christmas, but all decided that Christmas was going to be pretty tame. Then they closed that eye and went to sleep, dreaming of the next annual fire department inspection.

A Novel Experiment

An experiment in regard to burning oil vessels has been carried out at the headquarters of the London Fire Brigade, with the object of discovering what would happen if no water was thrown on a blazing petrol-laden vessel. A perfect model of a sailing barge was constructed, filled to the brim with petrol, placed in a huge dam of water in the headquarters drill quadrangle, and set on fire. Precisely what the experts anticipated would happen occurred. The fire burnt very fiercely and burnt itself out, and there was no explosion.—The Fireman, London, England.

Standpipe Work

(Concluded from Page 17)

give thought to it in advance of the actual operation.

Another suggestion as to the use of standpipe equipment to advantage under unusual circumstances:

Assume a fire occurs in a building adjacent to or in close proximity to a building equipped with a wet standpipe; the regular assigned engines are absent at another fire, or other circumstances delay the arrival of an engine, or engines may have arrived and frozen hydrants cause a considerable delay. Would it not be good practice to use the standpipe equipment available to extinguish the fire, even to the point of an engine taking suction from it where necessary?

FIRE SERVICE

CALCUTTA ADOPTS PLATOONS

Reformed Fire Department Organization Going All Around the Earth

Another foreign country has now been reached by the two-platoon cyclone, which is sweeping all around the world bringing the fire service up-to-date and calling the attention of legislatures to the fact that the firemen had been forgotten while they were so busy reforming industrial conditions for people in all other walks of life.

This time it is India which has seen a great light and placed one of its most important fire departments on the new and modern scientific basis. This city is Calcutta, with a vast native population but an up-to-date fire department.

Its Chief recently came over to New York to get pointers as to how the two-platoon system was being worked in this country.

Thus Calcutta is ahead of such cities as St. Louis and Baltimore and a host of others in this country which are still sticking to the obsolete system of continuous service, which is so revolting that its horrors are evident all around the earth.

Many Americans think of cities like Cairo, Alexandria and Calcutta as places living in a kind of barbarism where a fire department would not be expected to be found and which are close to savagery. Yet these cities in the organization of their fire departments are miles ahead of St. Louis, Baltimore and many other cities of this country.

A citizen of Calcutta may well look down on St. Louis with a pitying smile as a place hopelessly behind the times, that is "sweating" its public servants by compelling them to work 24 hours per day and clinging to a system of fire department organization that belongs to the Dark Ages.

Dublin is far ahead of such American cities in this mark of civilization, so that this Irish fire department, which has three-platoons, can afford to sneer at the fire organizations of many of our largest American cities. Calcutta is the 406th city to adopt platoons.

Capt. Bernard A. Westbrook of Tunbridge Wells, England, who organized the fire fighting force for the British occupation of Mesopotamia and managed those in Bagdad and Busea before he was placed in charge of his present post at the head of the fire department of Calcutta, India, has been ending a vacation in New York. He stopped at the Hotel Pennsylvania.

"Our fire fighting field in Calcutta," he said, "includes not only lofty office buildings, but a large area of the native quarters, full of very old and usually highly inflammable dwellings and shops. Jute is handled there in the greatest volume of any place in the world, and that adds a constant fire danger. The docks and warehouses are always full of it, and if jute starts to burn it makes a lively blaze.

"Fires are likely to spread fast in Calcutta and an alarm from any of the jute districts calls out the fire apparatus from all its immediate vicinity. The dust and shreds of the jute fibre make an atmosphere which is easily ignited and lends itself to the spread of fire almost as quickly as inflammable gasses."

Chief Westbrook made a careful study of the operation of the two-platoon system in the New York fire department and also studied its repair shops, fire boats and drill school and attended the weekly meeting of the Board of Standards and Appeals.

BURNING HOSE MYSTERY

Scientists to Study Why It Caught Fire While Water Was Passing Through It

Two sections of 2½ inch, rubber lined, cotton double jacket fire hose will be sent to Prof. Augustus H. Gill at the Massachusetts Institute of Technology by Fire Commissioner John R. Murphy of Boston for examination and testing, to determine the cause of fire starting between the double jackets and burning holes in the hose while water was being pumped through it.

Never before, as far as known in Boston, has fire started inside of hose while water was being forced through it.

Tests were being made of big motor pumping engines, at the Charles River Basin, near the Cottage Farm Bridge, when Motor Engineer James Ryan saw smoke coming from the hose, about eight inches from the engine connection. Investigating, he discovered fire between the two jackets.

As he was about to shut down the engines, the hose burst into flame. The fire was extinguished and an examination of the hose showed that fire had worked both ways between the layers of cotton for a distance of nearly a foot.

While the men were examining this length of hose, flames burst out on a second line connected to the engine.

A report of the case and the hose was immediately laid before Commissioner Murphy. After considerable study, he gave his opinion that "free sulphur" in the hose, left by the process of vulcanizing the rubber lining, became ignited through friction caused by the great pressure of water.

Engineers, who are making an inspection of the Boston fire department, agreed that the solution of Commissioner Murphy was probably correct.

Others stated that it was possible that a metallic substance of some kind was between the jackets and the friction generated electricity to such an extent that a spark ignited the cotton fabric.

The lengths of hose from which the burned sections have been cut will be prepared for further tests, held under the same conditions as prevailed when the hose burned. At these tests, Commissioner Murphy will have scientists present.

Arrangements have been made by Fire Commissioner Murphy and Deputy Chief John O. Tabor for a test of pumping engines, at which a study of the fire hose will be made in order to learn what caused two lengths of it to ignite while water was being pumped through it.

The test will be conducted at the Charles River Basin, near the Cottage Farm Bridge and the same grade of hose and the same type of engines will be used. The conditions under which the test will be conducted will be as near those which existed when the hose burned as it is possible to have them.

As the burning hose created much speculation among firemen and hydraulic engineers, as well as chemical experts, the test will be well attended. Commissioner Murphy has received requests from all sections of New England and points outside, for information as to the burning of the hose, and also for the date of any test to be conducted, so that these experts can study the situation personally.

The Boston Election

This was an off year for two-platoons in the Boston election, as the measure there failed to carry. It is supposed to have been affected by the landslide on the national ticket, which threw many local issues into confusion, as well as by the violent outburst against the reform on the part of the Mayor of the city and by a band of fanatics a few days before Nov. 2. There were also other complications involved.

The firemen expressed disappointment over the defeat of the measure and charged that the city employes as a majority voted against it for the sole purpose of obtaining a raise for themselves. In substantiation of this they pointed to the city workers' demand on Mayor Peters for a wage increase, to become effective in next year's budget.

$5,000 for Death

On the suggestion of Alderman Joseph O. Kostner, Assistant Corporation Counsel Morton S. Cressy began drawing up a tentative plan by which the city can insure the lives of all its firemen and policemen.

By this plan, which will be in the nature of employers' liability, it is hoped that families of police officers and firemen will be given a lump sum of $5,000 on the death of a member of either department in line of duty. Periodic payments after the payment of the lump sum are also expected.

At present there is no insurance on the lives of the city's policemen and firemen other than that provided by the pension fund. This pension fund comes, in part, out of the pockets of the firemen and policemen themselves, because 2½ per cent of their pay is held out for the benefit of the fund.

According to Assistant Corporation Counsel James Breen, the city has been sued on several occasions by the families of members of the fire and police departments who were killed or injured in line of duty. These families were paid $50 a month, with an additional $10 for each child under 18 years, by the pension system, but this amount did not compensate them for the loss of the wage earner of the family.

Before such legislation can be passed, enabling legislation must be secured from the state legislature. It is expected that Alderman Kostner will bring a resolution indorsing his insurance plan before the city council next month.—Chicago Post.

Waukesha, Wis. — Bids wanted on fire truck, about $11,500.

"INCREASED OUR EFFICIENCY"

Chief Chase Explains How Platoons Greatly Improved the Lynn Fire Department

A few days before the election in Boston, Mayor Peters gave out a statement advising all the women to vote against the two-platoon proposition, saying among other things: "The adoption of the two-platoon system by the city of Boston would decrease the efficiency of the force."

Similar statements that platoons would decrease the efficiency of the fire department and that there was no evidence to show that it had increased the efficiency of any fire department, were made by the Chamber of Commerce and the Real Estate Exchange, although we have been printing just this evidence in Fire Service for two years.

This consisted of the written statements of Fire Commissioners and Fire Chiefs all over the country testifying, not from theories but from actual experience that the two-platoon system had greatly increased the efficiency of the fire departments under their charge. Our readers are familiar with these proofs.

And now here is another letter from an esteemed Fire Chief to the same effect, after he had tried the two-platoon system in his department for nearly a year:

"Lynn, Oct. 13, 1920.

"Captain Walter M. Champion,

"Fire Department,

"Swampscott, Mass.

"Dear Sir — The two-platoon system was introduced into the fire department of this city on Feb. 2, 1920. At that time I was not thoroughly convinced of the desirability of this system from a fire department point of view, and was afraid that in the working out it would be anything but satisfactory.

"I have been most agreeably disappointed as it has worked very well, indeed, so far.

"I believe the efficiency of the department has increased as we have a larger working force to call upon in case of a serious fire. When an alarm has come in, just before the platoon on duty is dismissed, the members of the incoming platoon have invariably responded with the other shift and have worked well and faithfully, and the shift which was going on duty have always remained at work until the fire was extinguished.

"The men seem more cheerful and contented and a better spirit appears to prevail in the engine houses.

"Very truly yours,

"Edward E. Chase,

"Chief of Fire Department."

COMPARISON OF HOURS

Firemen Work 5,232 Hours Per Year, Other Workers Only 2,280

The Denver News Oct. 24 said:

Showing that the two-platoon system, or 12-hour day, would require only 52 additional firemen in Denver and would demand no new tax in the State, city firemen are working energetically for the passage of amendment No. 1, which would provide for the two-platoon system in all paid fire departments.

The firemen, who have found little opposition to the amendment, have prepared succinct statements on the system to instruct the voter, and in those they show that though the average employe works only a total of 2,280 hours a year under an eight-hour daily schedule, the fireman under the continuous duty system works 5,232 hours. Under the two-platoon system, the firemen would work 4,200 hours, it is pointed out.

One of the strongest arguments the supporters of the measure are advancing is the fact that legislation has been passed in virtually all states for the eight-hour day for workers, including state prisoners, for days of rest, for holidays, for children workers and for women, but Denver's firemen must work continuously, save for three hours daily for meals and one regular weekly holiday.

"The two-platoon system can be installed efficiently with an increase of 25 to 33 1-3 per cent of the present force," one paragraph of the firemen's campaign literature states, "and this increase will place your department upon a far more efficient basis than at present. All men off shift are subject to call in emergencies, thus assuring you of a full crew on duty at all times and a reserve force of equal strength in times of need."

DEATH OF CHIEF CALLIGAN

Was One of the Organizers and Head of Seattle's Volunteer Fire Department

Robert H. Calligan, one of Seattle's best known pioneers, whose unique history has been closely interwoven with the city's civic and commercial development almost since 1861, when he became a resident of the Pacific Coast, died at his apartment at the Horton Hotel, Seattle, Oct. 13.

A member of the park board at the time of his death, Calligan had for many years in the Puget Sound district served successively as a member of the school board, board of county commissioners of Kitsap County, board of street commissioners of Seattle, and was the first chief of the volunteer fire department, besides engaging in a half dozen business ventures as a member of as many different firms.

Calligan was born in East Machias, Me., on Feb. 29, 1840, and though 80 years old at the time of his death, had celebrated but twenty anniversaries during his life by reason of being born on the added day of a leap year. He was married in 1860 to Mrs. Augusta B. Moran, and the next year moved to San Francisco.

Shortly after arriving in California he became connected with the firm of Pope & Talbot, lumber dealers, and after working there for some time, came to the employ of a Port Gamble mill. Two years later he moved to Seabeck, where he held his first public position, being selected as a member of the school board. Later he was elected county commissioner of Kitsap County.

In 1876 Mr. Calligan moved to Seattle and established the firm of Calligan and Clark, lumber dealers, and continued in that business for two years, when he sold his interests and became connected with the firm of E. L. Marshall & Co., a West Seattle lumber firm. Two years later he severed this connection and, moving back to the east side of Elliott Bay, became city street commissioner, serving in that capacity for a year.

Shortly afterward he became head of the volunteer fire department, of which he was one of the organizers, holding that position for eight years.

In 1895, when the gold rush to Cook Inlet, Alaska, developed, he joined the crowds that were flocking north and spent two years in that country. In telling of this experience he is quoted as saying: "I didn't lose much money, but I didn't make any."

During recent years he was not actively engaged in business life. He was a member of the park board since May 5 of this year, being appointed by Mayor Caldwell to succeed Charles S. Erwin, who resigned.

Surviving relatives include his widow and three daughters. They are Mrs. Virginia McCarthy and Mrs. Mary Latour of Seattle and Mrs. Ada A. Agassiz of Saskatchewan.

"Excessive" Speed

The fining at Manchester County Police Court of a motor fire engine driver for traveling at an excessive speed at a moment when the engine collided with an electric standard, once again raises the point as to what is an excessive speed by motor fire engines.

The employers of the motor fire engine driver exonerated him from all blame. They were satisfied the speed was not excessive, and the accident was caused by the engine having to suddenly swerve in order to avoid running down passengers from a tramcar which had stopped ahead of the engine.

The accident is understandable by firemen, but the obvious conclusion to be drawn from this and other convictions for dangerous driving is that any speed is good for a motor fire engine until it meets with an accident.

In the case under review the fact that the driver was only making a test run seems to have been the principal ground for conviction. We should like to know how a driver can become expert in driving a motor fire engine all-out to a fire unless he practices all-out on test runs.

The magistrates in the case thought the engine was going all-out, but the firemen denied a speed greater than 12 miles per hour. But even at this speed when a vehicle suddenly stops there is not much opportunity for a closely following fire engine or other motor vehicle to avoid a collision except by a sudden swerve.

The only remedy is to use the best possible types of non-skid tires and keep the fire-bell clanging. It may also be as well to remember to practice road runs within one's own town limits. The Manchester County magistrates seemed to consider that the motor fire engine had no business testing on a county road unless actually going to a county fire. The most important moral is, of course, that every motor fire engine driver must have his engine well under control whatever speed he may be traveling at. — Fire, London, England.

Oklahoma City, Okla. — Mark H. Kessler, commissioner of public safety, is advertising for bids for three new fire trucks. One of the machines will be a regular city service truck, another a combination service and chemical truck and a third a triple combination of a service chemical and hose cart. The commission has also just contracted for 5,000 feet of new fire hose.

"MORALLY WRONG"

Judge Ben Lindsey's Ringing Denunciation of Continuous Service

"I have examined with great interest amendment No. 1 on the ballot, which provides for the 12-hour day for firemen, and have noted the arguments in its favor, such as, that 365 cities have already adopted it.

"I think it will come with a shock to some of our citizens to know that firemen may be on active duty for 48 consecutive hours without relief. Such a condition is economically and morally wrong and contrary to every standard recognized for the protection of homes and the rights of children.

"A fireman has as much right as any other citizen to be a family man and a home maker, but it is perfectly obvious that it is impossible for him to enjoy this opportunity under present conditions and, therefore, such a situation is a menace, not only to the particular individual involved, but to the people as a whole.

"It means the neglect of the home and the children, and I am not at all surprised that the juvenile court reports in cities where such a condition exists as here in Denver, have pointed out the alarming increase of delinquency among the children of firemen.

"This is no reflection on the firemen, but rather, upon the city which permits such a shocking condition to exist, especially when that condition concerns the men who at a great sacrifice guarantee the security of all of our homes against the demon enemy of fire.

"I am informed that there are 145 men on the fire department, having about 280 children under the age of 16 years. I say that the condition in Denver, that this amendment No. 1 will remedy, is a crime against these men and their children.

"If a law was a just law and it only affected one child and that child was your own child or my child or the child of the man who objected to the law, the law would be worth passing.

"I am heartily in favor of amendment No. 1 and I shall try and not forget to say a good word for it, and in any public meeting it shall be my privilege to address."

"Judge Ben Lindsey."

ENDORSED BY CHIEF HYNES

Tells How Fire Department Organization Must Progress with the Times

The Sentinel of Grand Junction, Colo., says:

Members of the city fire department and their friends are interested in the bill providing for the requirement of a "two-platoon" system in the cities of the state that have paid fire departments.

Fire Chief Hynes, when asked by a reporter, gave the measure his whole-hearted endorsement.

"It is chiefly a matter of making the firemen satisfied with their work now that they can get two or three times as much money in other lines of work than in ours.

"As things are now, we have very frequent changes, and nobody stays in the service long enough to really learn the work—a fact which I consider very detrimental to the service.

"Since we have had the paid department —about 10 years—we have had 30 firemen in the department—with only three positions to fill. The longest term of service was three and a half years; the shortest was 15 days.

"You are going to have a hard time to keep competent fire fighters if changes are made every few months. The old ways of fighting a fire have changed. We used to think the thing to do was to get a line of hose and a big nozzle, and play away until we had the fire out, regardless of any damage the water might do.

"We know better how to handle the thing now, and we have all sorts of ways to fight fires, which a man has to be very familiar with before he can be of much help to the department and the city. In the fire in the Bucklin block the other night, for instance, a green man might have done a lot of harm with water before we could have stopped him. We know now that a lot of smoke often means a very small fire, and the experienced man has learned to judge as to the best means to be employed before he turns on his nozzle."

Asked as to the change that would be made here if the measure were to pass Mr. Hynes said:

"It is according to how they handled it. They would probably have me take charge of one shift and an assistant chief of another, making only two new men necessary. And the difference to the men would be wonderful. They would be responsible for only 12 hours a day on duty instead of 24, and they could count on more time with their families and in their homes than is the case now."

EXPOSED BY CHIEF RUSSELL

Contradicts Some of the Lies of the Boston Chamber of Commerce

In a dispatch from Leominster, Mass., the Fitchburg Sentinel Oct. 21 said:

Officials and men of the Leominster fire department take exceptions to a story appearing in a Boston paper stating that the two-platoon system is being abused in this city. The story mentions Leominster and Lynn as two of the cities in which the firemen are employed in other work during their days off.

Chief Fred A. Russell declared this morning that the statement that the system is being abused in this city is not true, although he admitted that some of the men are sometimes employed on other work.

"The only work that the men of this department are engaged in outside of the fire department is the reading of meters for the water department three or four days every three months. Three of the men are thus employed a few days every quarter. Once in a great while the highway department is short a driver for one of its teams or trucks and it secures one of the free men of the fire department for that day.

"The work for the water department was taken on only after we had discussed the question with the city council and after it had been taken up with the civil service commission. The reading of meters is a civil service job and the department here has not work enough to keep men on the job steadily. The employment of the firemen on this work has meant a saving to the city, and the only reason that I gave my consent to it was because I believed it to be a benefit to the city.

"Outside of these jobs the men of the department are not employed in their spare time. The stories that are appearing in the Boston papers are instigated by the Boston Chamber of Commerce which is fighting against the two-platoon system for the city of Boston.

"I believe the two-platoon system has worked out satisfactorily in this city.

"It means about double efficiency for the department for it assures a full gang on duty at the station 24 hours a day. It gives the men a chance to enjoy a little home life and makes it possible to maintain a higher standard of efficiency.

"In regard to the statement that the system is being abused here I should certainly say that there is no justification for the statement. The little work that the men do is done only for the city, and in all cases the city benefits from it much more than the men do. The extra remuneration received by the men is not enough to cause them much concern if they did not get it."

School Drill Records

The best record of the kind ever made in Conneaut schools. This is the verdict of Fire Chief T. J. Gough in regard to the fire drills executed by the students yesterday of the public and parochial schools in observance of Fire Prevention Day.

The chief and his assistants inspected every school building and witnessed fire drills. Talks on fire prevention were also given all the pupils and teachers. Chief Gough spoke very highly of the work done by the superintendent and teachers and was emphatically of the opinion that it was the best he had seen.

At the high school 435 pupils left the building in 52 seconds from the time the alarm was sounded unexpectedly.

At Deane avenue, where there were 360 younger pupils, the time was 42 seconds. At Fifteenth street 469 pupils got out in 40 seconds. The time at Broad street for 391 pupils was but 30 seconds and at Main street it was 33 seconds for 225 pupils.

The record at St. Mary's was 30 seconds, there being 239 pupils there.

In all 2,119 pupils took part in the drill and the average time for the six buildings was just a fraction less than 38 seconds.

Chief Gough, at the invitation of Supt. Dickey and Miss Louise Kahler, gave a talk at the 1.15 period yesterday in the auditorium of the high school to the pupils of the high school. He explained to them the prevention of fire, as regards the heating of homes and business places, combustion and the use of inflammable liquids, as gasoline and oils. — Conneaut, Ohio, News-Herald, October 9.

Culmersville, Pa. — Fire has nearly wiped out the village, entailing a loss of $75,000. The town is located near Pittsburgh and is without any adequate form of fire protection.

FIRE SERVICE

Issued every Saturday in the Interests of Fire Fighters by

FRANK K. KAUFFMAN
at 225 Fifth Avenue - - New York

FIRE SERVICE is the only national weekly in America devoted exclusively to the Fire Service.

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Community Fireboats

A community fireboat is the latest suggestion, this meaning a fireboat to belong to half a dozen or more small towns and cities situated on the same water, the boat to be kept at some central point and sent to any of the subscribing cities in which a fire may break out at or near the waterfront.

There are many places in the Eastern States where large towns and even cities are close together on the same water, on rivers, sounds or on the seaboard. In such places the community fireboat would easily be practical.

It would be an economical protection against fire and one easily put into effect especially now when the U. S. Government is giving away submarine chasers for a tenth of their cost and fitting them up as fireboats for the purchaser. This is a chance that will never occur again. The Government is offering boats for $10,000 that cost it $100,000 within the past three years and into which the very best workmanship and material was put.

Many summer resorts could easily afford such a craft, and a waterside place on lake, ocean or river having half a dozen summer residences of millionaires would be making a good investment at the submarine bargain counter.

As every fireman knows, some of the most difficult fires to fight are those on waterfronts, where the fire can only be approached from one side, with the wind perhaps blowing in that direction. A fireboat does not have to depend on water mains or hydrants but can approach a waterfront fire at any point and get to work at once without looking for a hydrant. She can move to the fire almost as rapidly as a motor engine and there is no limit to the amount of water she can throw except that of her own pumps.

The Community fireboat is an idea that ought to be encouraged.

"Menace to the People"

Judge Ben Lindsey of Denver, known all over as the foremost authority on juvenile delinquents, and a man whose word as a philanthropist and humanitarian is respected everywhere, now makes the remarkable statement that the juvenile court reports from cities where the Continuous Service system exists in the fire department, "show an alarming increase of delinquency among the children of firemen."

"This," says Judge Lindsey, "is no reflection on the firemen, but rather upon the city which permits such a shocking condition to exist, especially when that condition concerns the men who at a great sacrifice guarantee the security of all of our homes against fire."

Here the eminent humanitarian places the responsibility squarely where it belongs, upon the municipality. He puts it up strong to the public conscience to wipe out this infamous system of Continuous Service and to give the firemen everywhere the rights of which he says they have been deprived.

"It will come as a shock to some of our citizens," he says, "to know that firemen may be on active duty for 48 consecutive hours without relief. Such a condition is economically and morally wrong and contrary to every standard recognized for the protection of homes and the rights of children.

"A fireman has as much right," writes Judge Lindsey, "as any other citizen to be a family man and a home-maker, but it is perfectly obvious that it is impossible for him to enjoy this opportunity under conditions of Continuous Service, and therefore such a situation is a menace, not only to the particular individual involved, but to the people as a whole."

And yet in the face of such a notorious scandal as the condition so graphically described by this distinguished jurist, there are people claiming to be intelligent and respectable who throw every obstacle in the way of the new two-platoon system which is taking the place of the Continuous Service which Judge Lindsey says is a menace to the entire community!

Let the Firemen Alone

There are a certain number of cranks walking about this country who, as soon as they see some firemen sitting "doing nothing," have an irresistable desire to set them to work.

They think that all other people but themselves ought to be busy all the time. They like to see other people at work. They think that if you are not in a hurry about something you are committing a sort of sin against the community, if you are not actually guilty of high treason.

Firemen are the particular victims of these people in a number of communities, for the idea seems to be that firemen do nothing and draw down large pay merely to sit down and read the newspaper. It never occurs to these people that firemen are kept for an emergency that may arise at any moment, when their trained experience must be instantly at the disposal of the general community in preventing the spread of flames, just as our army and navy are kept for national emergencies and in peace times practically "do nothing" in the way of making money or manufactured goods.

At Moline, Ill., the present time there is a well organized scheme on foot to have all the firemen armed with guns, and to supply them with a sort of army tank in the engine house, as the result of burglars having broken into various banks recently in that neighborhood. The banks are backing this scheme.

Behind the "bunk" thrown out in advance of this effort may be dimly discerned the purpose of abolishing the police department and making the firemen do double duty as firemen and as policemen, thus effecting a large saving for the community.

Recently in a New England city there was an effort to have the municipal firemen "help" the street department by laying down paving and digging up streets.

Another favorite proposition is that the firemen in their "off hours" should become street cleaners. This resembles the amusing theory of the Fire Insurance Trust that the firemen everywhere should spend their time picking up pieces of paper in the streets as a measure of fire prevention so as to increase the already enormous profits of the Trust. The Trust hates to think that the firemen are not working for it all the time and this is one of the reasons why it opposed the two-platoon system so strenuously.

The latest proposition of this nature comes from an "engineer" at Utica, N. Y., who explains his theory elaborately in the American City Magazine. It may be said in passing that an "engineer" of this kind is good for nothing if he is not long on theories and capable of throwing them off the way an emery wheel throws off sparks.

The Utica "engineer's" plan is to employ the firemen everywhere shoveling snow. He has worked out this scheme elaborately. He has figured how much it would save the city and what good shovelers of snow the firemen would make.

But this scheme only goes a short distance. How about all the firemen in the Southern States and along the Gulf of Mexico, where we are told there is no snow?

And how about the firemen in the summer all over the country? They have "nothing to do" in the opinion of this "engineer," and, there being no snow on the 4th of July, he has not provided for their continuous employment.

So that his scheme is not half as good as that evolved by the Moline bankers or the one of the Fire Insurance Trust, which seek to employ the firemen on other duties all the year round. Even the old lady in Boston who wanted all the firemen to be employed in knitting socks and "mending," proposed what looks like a better scheme in the crank line.

Orland, Calif. — City trustees decided favorably in regard to purchase of an auxiliary fire engine.

Haverhill, Mass. — Installation of fire alarm boxes in all public schools is under consideration.

MORE ABOUT "THE PINKIES"

Just Why They Fell Down in Their Efforts to Reform the New York Fire Department

Our correspondent, Mr. Cowles, is still intent upon bestowing laurel wreaths upon those who years ago fought the good fight for two-platoons in the New York fire department and went down to defeat in the good cause. We say "More power to his elbow."

Let all those who can make good with a claim to sacrifice and who went on record in those far-off but unsuccessful days, step up and have their names inscribed.

The story of Capt. Clifford and how he was "broken" by the department for advocating Progress, we have already told in the columns of Fire Service. But he lived to witness the triumph of the cause for which he had laid down his official life.

And there are others deserving of credit.

And, likewise, it appears from the letter below from Mr. Cowles, there are those who spent their time "knocking" Progress and apparently working against platoons. Some of these, says Mr. Cowles, are now clinging on the band-wagon of Success pretending that they were in favor of it all along.

All of these allegations of Mr. Cowles are doubtless true, for there is no doubt that there was a definite group in the New York fire department working for years unceasingly to secure this reform, and making little, if any, progress.

They made the mistake of trying to reform one fire department instead of all fire departments.

They did not know that New York could not be pushed into reform, but would have to be dragged into it from the outside.

They did not know that the place to begin to reform New York is Podunk and not on the Bowery, for where Podunk leads there New York ultimately follows.

It was the tremendous onward sweep of the two-platoon cyclone elsewhere that followed the opening of the campaign by Fire Service that compelled this city to fall into line. New York was not reformed from within but from without. It could not stand up against the rush of firemanic progress in the rest of the country, for 150 fire departments had already adopted the new system before it was accepted in New York.

This enormous boom continued. With cities all over the United States and, in fact, all over the world falling over themselves to quickly put their fire departments on the modern, scientific basis, to "kill" platoons in the New York fire department on the plan ascribed to Chief Kenlon following the Greenpoint fire, would have been extremely dangerous. Commissioner Drennan knew this.

It would have put the fire department in an indefensible position, and the State Legislature, which had already passed a three-platoon bill applying to this city alone, might have angrily taken in hand the entire reorganization of the department from the ground up, the same being conducted by farmers from up the State.

It was in the face of this amazing condition, with big cities everywhere adopting the new system and entire States making it mandatory upon every fire department within their borders, that the New York fire department got cold feet and sullenly submitted to stand by the system that had been imposed upon it.

Here was the mistake made by the early reformers of the New York fire department. They supposed that they could move this huge, inert mass from the inside. It could only be moved from the outside.

Kalamazoo can dictate to New York but not the "Pinkies." For New York must be "shown," and shown good and hard, before it gets a move on. This is why it is always at the tail of the procession.

FREDERICK H. COWLES

And what moves it is not the city but the State. The Legislature tells it what to do, and if the city does not act then the State compels it to.

Members of the Legislature view with amazement the persistent mismanagement of great public departments in this city until finally compelled to take them in hand and it is thus that many large departments of the city government have been drastically reorganized in the past.

It does not appear that the "Pinkies" ever appealed to the farmers in the back counties, who are the real rulers of this city, although they more than once appealed to the Legislature for redress. But they did not know that these legislatures must first receive their mandate about governing this city from the cross-roads country stores where the farmers whittle sticks and lay down the law about things in general. It was here, and not on the Bowery or about Fire Headquarters, that the "Pinkies" should have done their missionary work.

And it was quite apparent when such intelligent cities of this State as Buffalo, Binghamton, Elmira, etc., began to introduce the two-platoon system in their fire departments that the bell had rung for "the Metropolis," although nobody about Fire Headquarters here yet saw the handwriting on the wall.

The sad story of the "Pinkies" with which Mr. Cowles is imbued, is a story of wasted efforts to reform the New York fire department. They got so far as to have the system introduced into one part of the department for experimental purposes some years ago, yet were not powerful enough to insist that it be an honest effort to try out platoons, and the gang running the fire department "killed" it after a couple of months in the manner related by The Chief.

Thus another failure followed this work at attempting to drive some intelligence into the inert mass of lethargic ignorance that was supposed to be ruling the fire department on lines of progress and advancement.

Yet in spite of that, and much to their credit, the "Pinkies" kept on until, much to their amazement and delight, they beheld two years ago the astonishing spectacle of the two-platoon storm-cloud swing above the horizon as the inland cities saw the light through our campaign and made haste to bring their fire departments up to date.

The letter of Mr. Cowles is as follows:

18 Tremont St., Boston, Oct. 22.

Fire Service,
New York.

Gentlemen — As far as The Chief is concerned (referring to the newspaper of that name) papers, like individuals, change their policies and we will not burden the present owners with the crimes of predecessors.

The writer recalls a conversation with Mr. O'Reilly years ago in the office of The Chief, at which time Mr. O'Reilly offered to bet that I would never see the two-platoons in the New York fire department.

Since then much water has flowed under the bridge and the weather vane has shifted with the varying winds of fortune. Some people blame the failures on God, taking unto themselves the success alone.

Which reminds me of that terrible failure, James D. Clifford. For does not Mr. O'Reilly blame Clifford for the delay?

It is true that Capt. Clifford sacrificed his position in the department for the cause of two-platoons and other fights. It is equally true that he has been blamed for the failure of the city in the past to listen to the voice crying in the wilderness.

It was a wilderness, indeed, in those days. Struggling across the barren reaches of a dormant public sentiment, he carried the banner of the two-platoon fight to the last and when at last he fell a victim of ingratitude and treachery it was to see that banner sweep on to victory.

Crucified on the altar of his devotion to public duty, he carries with him the respect of thousands who have a drop of manhood in their veins and will be remembered when the others are buried in the oblivion of truth revealed.

It is now time to step up on the grand stand with his Honor, the Mayor, and review the great parade of the "I did its" as they march to the tune of "Cheer, Cheer, the Gang's All Here," and I guess they are, and have been all along.

Probably the Mayor, together with others who are content in the accomplishment of an act, will be amused spectators of this great Credit Association all hurrying to the fast and who, indeed, would deny them that futile, fleeting Will o' the Wisp illusion of Human Gratitude.

March on then to the music of their own heart beats atuned to the petty things of life, they whose astigmatized vision is blind to the true perception of citizenship and service to humanity!

Frederick H. Cowles.

An English Strike

Ashford (Middlesex) Fire Brigade recently resigned in a body as a protest against the "Parish Council's delay in arriving at a decision as to the proper and efficient equipment of the brigade." The Parish Council have since held a special meeting, at which it was proposed, seconded, and carried nem. con. that "the whole equipment required be provided." — The Fireman, London, England.

"WORSE THAN CONVICTS"

The Latter are "On Duty" Only One-Third the Time of Firemen

The Times of Gloucester, Mass., published the following letter:

May I be permitted the use of your columns, to say just a few words in favor of the "two-platoon system"?

The idea of a two-platoon system is not to increase the number of men in the fire department, but rather to increase their efficiency. A two-platoon system will increase the permanent force to a number not exceeding 12 men, and your able chief, Homer Marchant, has entered into the spirit of the movement, to the extent of producing figures to show that the increase in the appropriation of the department will be trivial when compared to some of the appropriations for other departments.

A sum not exceeding $6,000 will be added to the cost of maintenance, and this, if any raise in taxes takes place, will amount to about 2 cents on a $1,000 valuation.

The system under which the members of the fire department are working today is unknown to the outside world, and should one take the time to investigate here is what they would find.

A fireman, married, with little children, leaves his home for the fire station. Upon his arrival there, he automatically becomes then a part and parcel of the gigantic fire fighting force that gives our homes and business houses protection from fire. That fireman sees his home at meal times (if he is lucky) and must sleep in headquarters until his day off, which is every five days.

At meal hours, the apparatus, under the present system of labor, are short-handed. Under the two-platoon system this would not be, for the men would be on duty continuously.

The two-platoon would call for a 10-hour shift and a 14-hour shift, with the day off in five eliminated, and the man having a day off would only be able to get this by working 24 hours continuously.

When one stops to think of the hours the firemen put in under the present system of management, it does not seem just right. The police work eight hours; the city department employes work eight hours, and even convict labor, in the penitentiary for serious crimes, is worked but eight hours, and who will say that they are not as good as a convict.

A business man remarked recently, that with the motorization of the department, the insurance rates should be lowered. A fine suggestion, but what good is the motor apparatus without the firemen to handle it, or to fight the fires?

If my suggestion is considered at all, I would urge every voter, male and female, to consider the two-platoon system for the firemen, and if they feel that a fireman should be allowed the privileges of his home, as accorded other city employes—if they feel that a fireman should be permitted to attend a ball game or a theatre occasionally—to vote for the two-platoon system and give the boys their due.

Edward T. Millett.

WORKING "OUTSIDE"

Chief Rich of Somerville, Mass., Forbids the Firemen to Labor for Others

The Boston American says:

One-half of Somerville's citizens say that there is too much discipline in the fire department. The other half says there is not enough.

But that is not the only issue to be threshed out. An investigation, it is hoped, will settle the question whether a fireman in the employ of the city should be allowed to engage in other trades and occupations on his days off.

Somerville business men, who say their businesses have been impaired with these firemen jacks-of-all-trades, are pushing this end of the investigation. They strongly protest against the city permitting the firemen to use their spare time to repair automobiles and to engage in plastering, carpentering and other trades.

Chief Sewell M. Rich says he is powerless to stop this practice. He says there is no law in the city that tells a fireman or other public employe what he should do on his day off.

"In other cities the case may be different," he said, "but I have looked over all the laws we have governing the city and I find that I am powerless."

Meanwhile, the jacks-of-all-trades are earning their $35 per week from the city and extras from their side-lines.

The side-lines began to push fire-fighting into the discard, the enraged business men say. Finally, so much pressure was brought to bear that Chief Rich issued an order that no fireman could do any outside work at all while "on duty."

Certain firemen, it is said, filled in their spare time fixing automobiles. One garageman near the central fire station declares that his business was cut almost in half by the department's expert mechanics who grabbed his business at cut rates.

Plasterers and carpenters are "up in arms," too. It seems that almost every fireman in the city was a tradesman before he took up fire fighting. This accounts for the competition.

Finding instances of cut-price work by the firemen is easy. But one case was found where the fireman charged more than the customary cost. The wail came from one of the city's aldermen.

"Do the firemen work outside hours?" he asked in answer to the reporter's question. "Well, I should say so. One of them charged me $20 for a plastering job that I could get done for $15 by any plasterer."

SERVICE NEWS FROM EVERYWHERE

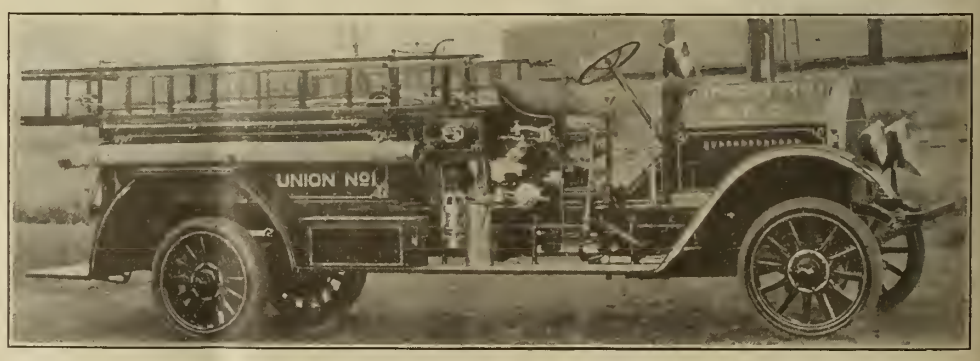
New England States

Fire Commissioner John R. Murphy, Mayor Peters, the Chamber of Commerce and the Real Estate Exchange were vigorously denounced at a meeting of the American Legion Post 94 of the Boston firemen in the Quincy House for their statements relative to the two-platoon system for firemen.

In an opinion given to Civil Service Commissioner Payson Dana, Attorney-General J. Weston Allen seemingly settles the long-standing dispute as to the civil service status of the chief engineer, and of the first, second and third assistant engineers of the New Bedford fire department. The attorney-general rules that each of these positions must be filled by an annual election in the city council; that the persons selected must be taken from an eligible list prepared by the civil service department; and that, while each official is entitled to the protection of civil service during the term for which he is elected, the civil service does not operate to extend that term beyond the one-year period.

Petition for a two-platoon system for the Manchester, N. H., fire department has been presented to Chief Charles A. French by members of the department. The system has been advocated for some time by members of the department who are members of the International Fire Fighters Association, but it was not until this time that the firemen took action in bringing the matter before their superiors in an official manner.

Boston property owners will be forced to expend approximately $1,000,000 as the result of the city announcing that rigid enforcement of the law required certain classes of tenement houses to be equipped with fire sprinklers. The Mayor announced that this law would be enforced. There are about 500 tenement houses in Boston affected by this law. Approximately 25 are new buildings and 25 more are of first-class construction where the requirements may be waived. The remaining 450, however, will be forced to install the sprinklers at an estimated cost of more than $2,000 each. "This will naturally result in increased rents," said the Mayor, "as it will wipe out equities in some properties. Another loud and emphatic protest from tenants, landlords, builders and real estate operators will likewise result. On the other hand, one life lost in a fire which might have been prevented by a proper sprinkler system would be a serious matter and subject to severe criticism, which may be hard to overcome. The city has no alternative



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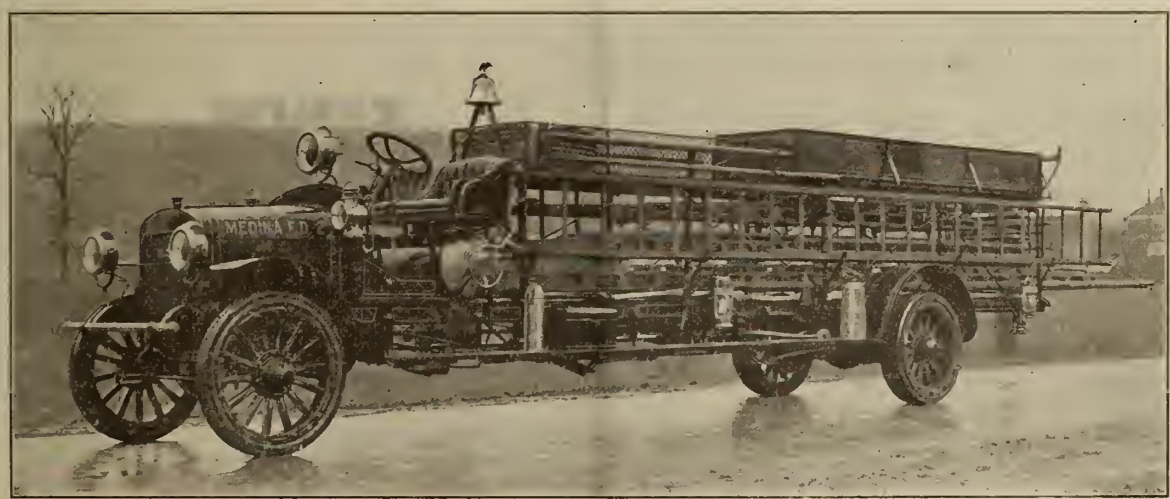

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but to enforce the law and prosecute violations. The Legislature is responsible for the law. It seems impossible for the people interested to get relief from the Legislature. The law puts it up to the building commissioner and the law department as the prosecuting agent. The building and law departments are now taking the preliminary steps in preparing for the prosecution of all these cases, and if one is forced to do the work required all should be forced to do likewise; otherwise there will be further ground for severe and perhaps just criticism."

Bridgeport firemen have been expecting a visit from Gene Pollar, of New York, who temporarily put aside his helmet and badge as a member of Hook & Ladder Co. No. 20, N. Y. F. D., to win fame as a "movie actor." Pollar expects to call on Chief D. E. Johnson and several of the fire stations for although he has attained fame in the movies he is still a fireman in his heart. Pollar was selected from a thousand applicants for the title role in the photoplay "The Revenge of Tarzan." He won the position because of his physical prowess, his personality and the fact that he is "darned good looking." He is one of the four in New York's 5,000 firemen who was rated 1,000 per cent in physical tests.

A report on the New Bedford fire department says: "In February, 1920, the fire department organization was placed on a two-platoon basis, with a total fire force of 198 men. This provides for 96 men, exclusive of the fire chief officers, to each shift. A slight deficiency in the night shift is offset by requiring 50 per cent of the off-shift to remain in the city to respond to all second alarms. To the only second alarm sounded since the two-platoon system was established more than 70 per cent of the off-shift responded. The records show that from two to 61 or an average of 14 of the off-shift voluntarily responded to each of the nine alarms from private boxes. The department is seriously deficient in large chemical tanks; the chief has communicated with the manufacturers with a view of having a chemical tank placed on each of the two new pumpers."

The Vermont State Firemen's Association held its annual meeting in Burlington and elected as its head for the next year Chief C. D. Stockwell of this city. Bennington was decided on as the place for holding the next convention. More than 125 firemen from different parts of the State convened in the City Hall, when the meeting was called to order by President George H. Horton, of Winooski. Mayor J. Holmes Jackson welcomed the fire fighters in a cordial manner and after that the firemen went to work on the business in hand. The early part of the afternoon was used in the reading of papers on the different phases of fire fighting. Interest was mainly centered about the methods of fighting lumber fires, and everybody who read a paper had evidently had plenty of experience from which to draw. Those who read papers were Chief C. D. Stockwell of Burlington, M. G. Stewart of Bennington, E. W. Calvin of Poultney, C. B. Gladding of Barre, V. E. Parsons of Montpelier, H. M. Martin of Enosburg Falls and F. S. Ferguson of Bennington. The election of officers resulted as follows: President, C. D. Stockwell of Burlington; first vice president, H. S. Dunshee of Bristol; second vice president, G. R. Johnson of St. Johnsbury; third vice president, H. M. Martin of Enosburg Falls; fourth vice president, V. E. Persons of Montpelier; fifth vice president, E. W. Calvin of Poultney; secretary, E. D. Moore of Bennington; treasurer, L. C. Grant of Burlington; executive committee, C. B. Gladding of Barre, W. P. Powers of Burlington, Roy H. Larry of St. Albans, W. G. Stewart of Bennington and C. A. Barber of Winooski.

Fire Commissioner Murphy of Boston issued a statement to the effect that the publishing of a proposed history of the Boston fire department for which subscriptions and advertisements have been solicited throughout the city is not connected either directly or indirectly with the fire department. "Neither the fire department nor the city of Boston," he stated, "receives any financial benefit from this proposition."

The Lynn, Mass., Item says: "The full text of the regulations governing the conduct of firemen off and on duty, adopted by the City Council some time ago, has been published. In the main they are not dissimilar to those in force for a number of years, but to the layman such rules as requiring a salute to superior officers when on the street seem somewhat unusual. Picking out the petty points of the regulations, one finds a fireman cannot wear his uniform when off duty, apparently because in such a state he might gain admission to a public amusement place without paying; there must be no smoking, and profanity is taboo. Also the firemen must be no strangers to K. P. duty. Where is the old fireman who caused us youngsters many conflicting emotions when he appeared in a black shirt,"

Declaring that he would go mad if compelled to remain with the injured in the Brockton, Mass., Hospital and that every sound brought to his mind the moans of the two whose lives were blotted out, Hoseman Francis R. Gaffney of the Brockton fire department, driver of Combination 1 on its fatal trip, left the hospital against the advice of attending physicians. Gaffney went to his room at Warren avenue and Pleasant streets, where he was alone. Acting on the advice of Medical Examiner Paine, Hoseman Bagge was detailed to stay with him over night, it being feared that Gaffney might try to end his mental and physical anguish. The next morning he went to the hospital with Fire Chief W. F. Daley for further treatment, but he would not stay there. He is a physical wreck, according to the chief, and feels the responsibility keenly. Chief Daley, who was away for three days, returning after the accident, tried to talk with Capt. John L. Parker but was at first unable to do so on account of the latter's condition. He gave orders that he be moved to a private ward. Chief Daley broke down when he spoke of the accident. "Capt. Parker could not talk to me so I have no official report to make," said the Chief. "It is a rule in the department that the senior officer in charge is responsible for the speed and operation of the apparatus when it leaves the station. I have not found any reason for suspending anyone connected with the affair but a strict investigation of every detail will be made." Combination chemical and ladder No. 1 of Brockton, driven by Frank Gaffney, formerly a fire alarm operator, who has not had much experience as a driver, was answering an alarm Oct. 18. Spectators say that when he attempted to turn into Ames street, a narrow thoroughfare, his speed was so great that he was unable to do it, but went straight ahead through the front of the automobile supply store and garage of Clement K. Shakman, carrying into the building not only the firemen on the apparatus but several men and a girl who were standing on the sidewalk watching the flying apparatus.

Ernest A. White, Fire Chief of Foxboro, Mass., has retired to private life. Mr. White's resignation as chief engineer of the Foxboro fire department went into effect Nov. 1. He has been in the department 30 years and its Chief about 18 years.

Some wise person has said that people, as a rule, do not attempt to lock the barn door until the horse is stolen. That seems to be the situation in Collinsville, Mass., with regard to the installation of fire hydrants and water service. Recently a small, unoccupied, unfurnished tenement house in Mammoth road was burned to the ground because the fire department could do no good without water from hydrants. Agitation started in all sections that Collinsville ought to be supplied with hydrant system and with water supply, that it should have a fire department of its own, that it should join the fire district in which

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Rockaway Beach, L. I. — Appropriation of $210,000 has been made for construction of combination fire house and police station.

Richburg, N. Y. — Appropriation of $4,000 was voted for purchasing of chemical fire truck and erecting of building to house same.

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the Navy Yard and Dracut Centre are included. These and other affirmations are heard on all sides along with absolute condemnation of the fact that Collinsville must depend upon the chemical truck at the Navy Yard to protect hundreds of thousands of dollars worth of property from fire. In the past when a fire occurred in Collinsville, similar talk was aroused, but in all cases it has died down with no action taken. The only part of Collinsville which is protected with fire and water supply systems is the vicinity of the American Woolen mills. The mills have installed numerous hydrants about their own property and have laid in water systems to the several corporation houses in Collinsville. Other houses outside of the corporation district are thus left practically unprotected. To a certain extent, use of the fire hydrants of the American Woolen Co. could be made in emergencies by the use of extra long lines of hose, but that is deemed inadequate. The Navy Yard and Dracut Centre districts are divided off from Collinsville and the rest of the town in what is called a fire and water district in which a fire hydrant and water supply has been installed. This facility was secured by special legislation in the state house. At the time that the permission for a fire district was granted to Dracut Centre and the Navy Yard, Collinsville residents objected strenuously on the grounds that the taxes would be too high. Then five or six years ago a number of the Collinsville people banded together and announced their intention of joining the fire district. This proposition again met the disapproval of many of the American Woolen Co., which objected to paying the increase in taxes which would be levied upon it. Consequently, the plan fell through, but only after a hearing which none attended, was called in the state house.

Southern States

Wilson S. Callender, writing in the New Orleans Item before election, said: "With the assistance of Chief Mooney of the police department and Chief Pujol of the fire department, the dollars and facts of the platoon tax amendment to be voted were calculated. Here they are: New Orleans investment in self-protection — from both fires and burglars — in the maintenance of the fire and police departments last year was $1,194,190.72, or slightly less than $3 per inhabitant. New York invested nearly $5 per inhabitant in police protection alone last year; Chicago invested $3.50 in police protection; St. Louis more than $3 in police protection alone. And although New Orleans is greater in area than any of them it invested less in proportion in these two essential departments than did Boston, Baltimore, San Francisco, Baltimore, Buffalo, Washington, Cincinnati, Rochester, Providence, Louisville, Dayton and Trenton. These are the cities from which figures were obtained. Doubtless there are many more. Passage of the 2-mill tax for the two-platoon system for the firemen; and the three-platoon system for the policemen and providing increases in their wages — which are now far lower than in any of the cities mentioned — will yield next year $774,000 on the present assessment basis. Which, added to the present appropriations — $539,000 for the entire police department, and $654,000 for the fire department — will bring New Orleans' annual protection investment to $4.92 per inhabitant — still less than New York invests in police protection alone. Scores of men in both departments in New Orleans have served for more than twenty years and are now being reimbursed by the city for a lifetime of service at rates of barely above $110 a month. The complete list will be given in

a subsequent article. The lack of provision for New Orleans police department means that only 189 beat men have been provided for the entire city, or approximately 5,000 residents to each patrolman on duty. For their 12 hours per day of work these patrolmen are being paid less than $25 a week—what unskilled negro laborers are getting. The roster of the fire department is interesting. Here it is: One chief of engineers, $333 a month; one senior assistant engineer, $225 a month; seven assistant engineers, $175; one superintendent of repairs, $185; two assistant master mechanics, $125; one inspector of fire hazards, $175; one department physician, $100. Secretary-treasurer of the fire board, $190; one secretary to the chief, $145; one senior captain, to be named, $122.50; 60 captains, commanding fire companies, $120; 31 engineers, $115; one chauffeur to the chief, $110; one messenger, $110; 55 lieutenants, $105; 27 chauffeurs, $105; 15 stokers, $105. Thirty-three drivers, $105; twelve tillermen, $105; 102 pipemen, $100; 46 hosemen, $100; 44 laddermen, $100; four tankmen, $100; four towermen, $100; one storekeeper, $100. Making a total of 463 in the service. Chief Pujol is now short 25 men of that number, being unable to lure them into a service which he admits offers unattractive pay and living conditions. In the last six months, the chief explained, he had between 60 and 70 resignations. Many of the best men are holding on simply to reach pension age, the new men come in and work a few months and get better jobs and quit. At the present time in the fire department 30 emergency men are on the roll without having passed the civil service qualifications. Even the 2-mill tax will not bring New Orleans protective departments up to the standards of other cities, but to say the least the $774,000 to be realized will bring New Orleans much nearer to the standard."

At a meeting of city council of Augusta, Ga., an ordinance will be introduced to completely motorize the Augusta fire department. The decision to discard the last of the horse-drawn apparatus was arrived at at a recent meeting of the council fire committee at which a special committee from the civil service commission of Augusta appeared and recommended the purchase of an aerial truck and an additional motor pump, which is all that is lacking to make the Augusta fire department a completely motorized outfit. The resolution was unanimously passed by the council committee and a decision was made to take the matter up formally at the next meeting of the city fathers. The committee from the civil service commission, composed of Chief Reynolds and Frank A. White, pointed out to the committee from council that with the present equipment it is not possible to reach the top floors of the tall buildings and hotels, where with the new equipment recommended by the commission it would be possible to rescue persons from the tallest buildings in the city with the exception of the Lamar building. The seventh floor of that structure could be reached with the new equipment. Chief Reynolds has been recommending this additional equipment for several years, but it was not until recently that the council's committee had ever taken favorable action. The purchase of the additional equipment was unanimously recommended by the committee to council. In presenting their request Chief Reynolds and Mr. White pointed out the Dyer building fire in which two women were imprisoned on the top floor and who could not reach the top rung of the tallest ladder run up to the building. Only magnificent heroism on the part of the firemen saved them. Again at the fire of the general offices of the Georgia Railroad the

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White Plains, N. Y. — Purchase of new pumping engine for fire department to cost $12,000 has been recommended to common council.

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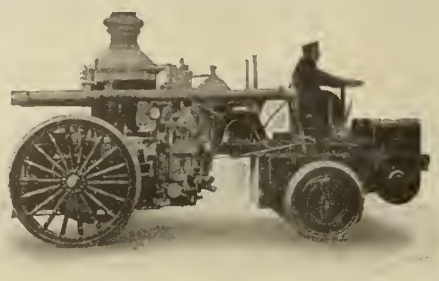

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Westport, Conn. — Committee of fire district recommends purchase of motor pumper to cost $7,500.

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They Save Time When Time Counts

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ladders reached only to within three feet of the windows of the top floor. In doing away with horses an expensive item would be removed from the department, it is stated, and the sale of the horses would go a way toward the purchase of the new equipment.

John F. Maddox has been appointed by the city commissioners of Mexia, Texas, as fire chief and city marshal.

To serve the new additions to Phoenix, Ariz., a new fire station and more equipment are needed, according to a recommendation made to the City Manager by Fire Chief Simmons, who asks for $64,000 for improvement of the fire department. According to Chief Simmons, the urgent need of an aerial ladder to reach three or four stories high, has been demonstrated in recent fires, and he recommends the purchase of an aerial ladder reaching a height of 75 feet, which would cost about $15,500. Another triple combination fire fighting truck is needed, the chief says, and these machines, which carry hose, pumps and chemicals, cost about $14,000. A new engine, a new building and furniture, 1,000 feet of three-inch cotton hose rubber lined, 3,000 feet of two and a half inch hose, rubber lined, are needed, and these improvements aggregate about $28,000.

Middle Western States

Announcement that a reorganization of the Dubuque, Ia., fire department is being contemplated for the near future was made by City Manager O. E. Carr, to the city council in connection with his recommendations that the salaries of city employes, including police, fire and city office workers, be increased. The salary increases totaling $11,014.44 a year, were granted by the council as recommended by the manager.

Five persons were injured in St. Louis when Hook and Ladder No. 7 was struck by a Bellefontaine car at Tenth and Mullanphy streets while responding to an alarm from 1411 North Fourteenth street. The driver, William Fisher, 49 years old, was thrown to the street, suffering concussion of the brain, fractured ribs and internal injuries. Lieut. John Gavin, 52, and Robert Bohnenkamp, fireman, were cut and bruised. Miss Frances Foley, 22, and Miss Elizabeth Pearson, 23, both passengers on the car, were thrown from their seats and bruised.

"C. F. D." is still a bone of contention between the Chicago and Cicero fire departments. Cicero's firemen take determined exception to the accusation made by the Chicago firemen that fire fighters of Cicero were selling tickets within the limits of Chicago for their ball by giving the impression that it is a benefit ball for Chicago firemen. "Exhibit A" was produced in the shape of a Cicero fireman's badge. C. F. D. did not appear thereon, the inscription reading Cicero Fire Dept. It was also demonstrated that the disputed symbol does not appear on the caps of Cicero firemen and that the only place in which these letters appeared was on the fire apparatus.

A complete investigation into the Findlay, Ohio, fire department's method of fire fighting has been ordered by city council, following the disastrous fire when the department store of A. L. Askam & Son was wiped out. A special committee of councilmen has been appointed to co-operate with a chamber of commerce committee in conducting the investigation. Criticism of the department followed the fire. "Some-

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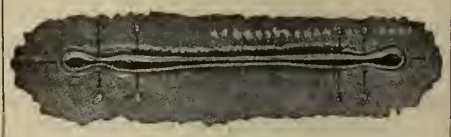

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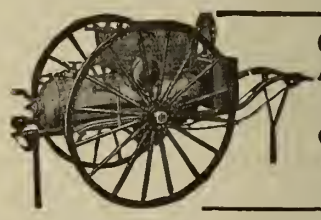

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UTICA, N. Y.

Kent, O. — Fire Chief Stokes states that the fire department is in immediate need of new hose. The council will act on his recommendation.

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Equally good on all fire risks. The only extinguisher that fully safeguards oil, gasoline and inflammable chemical fire hazards.

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thing is wrong with the department," Councilman Sutton told council, demanding an investigation. The chamber of commerce presented to the council a model fire ordinance widening the scope of the fire chief's powers. It is fashioned after the Columbus fire ordinance.

Chief George Glasson of the fire department of Wyandotte, Mich., has petitioned the city commission to establish the two-platoon system in that city.

The next automobilist who deliberately gets in the way of the Urbana, Ohio, fire department while it is answering an alarm is going to pay for his smartness and the bill will be something between $3 and $200. This has happened on occasion of the last three fires. The big trucks cannot swerve around autos and rigs without extreme danger to the firemen and Chief C. C. Martin has instructed his men not to take that risk, so if the next smart alex gets bumped off the street and afterwards haled into police court, he will have no one to blame but himself. The fire department has the right of way over everything else on the street and anyone who obstructs its progress, either intentionally or not, is subject to a fine of not less than $3 or more than $200. It probably will be considerably more than $3, if the obstruction is intentional.

Despite inclement weather, the new Central fire station at Wood and Franklin streets, Decatur, Ill., was formally thrown open for public inspection. Commissioner Mattes in his talk gave a review of fire department history in Decatur and told many reasons why the city could be proud of the department's record from the days of the volunteer department to the present time. In closing, he paid a tribute to the late chief, C. W. Devore, and said his one regret was that the chief could not have lived to see the completion of the building he had worked for so hard. Mayor Borchers in his speech of acceptance said that while he had not really favored building a new house just at the time because of the building of the dam and other big expenditures the city was being called upon to make, yet the work had been done, and he was glad to accept the building and to have the department move into such a place for its home. He added that not a cent had been wasted in construction of the building, that the money had been spent judiciously and economically. Firemen from the other houses of the city came to the opening, bringing their apparatus along, and leaving it parked in the street near the building in order to answer alarms. These men spent their time showing visitors through the building. The apparatus will not be removed from the old No. 1 house for some time as it will be necessary to first move the big box alarm board from the old to the new building. This is the big board that has the box alarm clock on it and the location of all alarm boxes in the city, also all of the bells and private alarm boxes from several of the larger industries in the business district.

Des Moines firemen have inculated the following figures compiled by Charles E. Corbett. Expenditures of a fireman for one year: Rent, $360; groceries and meats, $780; coal, $112.50; clothing (for average family of five, $264; ice (for the season), $15; doctors, dentist, drug and sundries, $120; insurance, $100; house equipment, $36; recreation, car fare, etc., $60; gas, $36; electricity, $18; telephones, $18; pension fund (1 per cent), $18; association dues, $12; newspapers and magazines, $36; charities, $24; old accounts, $60; miscellaneous, $30.50. Total for year, $2,100.

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A box was pulled in a large eastern city the first of the month and fifty-one seconds afterward the deputy chief was at the box. This is not exceptional. You could probably duplicate it in your city.

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Unless you have these boxes you will not get full value from your motor apparatus. Ask for more boxes in your budget.

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Buy Larkin Nozzles and specify them on new apparatus. You will receive Shut-off nozzles that are known and guaranteed to be the most efficient and best constructed nozzles made.

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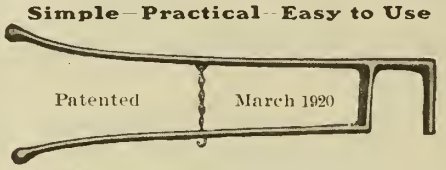

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"There is at least one Northern 'Commercial' dealer or service station in every village, town and city in the United States"
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The St. Louis Post-Dispatch says: "The executive board of the International Association of Fire Fighters' union voted to call a special meeting of the union to consider a report prepared by Capt. J. J. Manion, president of the union, on a convention fund raised by the sale of advertising in the program for the firemen's convention held here last month. There was considerable discussion of the delay in making a report at the monthly meeting of the union. Capt. Manion, who is treasurer of the fund, made a partial report on the last day of the meeting. He was to have made a full report to the executive board yesterday. Capt. Manion said that the delay was caused by slowness of the solicitors, Dr. L. E. Lehmberg and Henry Hoffman, in turning over collections, and by the fact that he has been on a vacation for two weeks.

Western States

Thomas Larke of San Francisco is Spokane's new fire marshal. He succeeds Charles D. Wentworth, who resigned to accept a position with the insurance rating bureau.

The Fairbanks, Alaska, Citizen says: "Henry Cohres, chief of the fire department, has been granted a 90-day leave of absence, and Chief of Police Sanderlin has been appointed to take Henry's place during that time. Henry has business to settle on the Outside and will be leaving soon to attend to it. After his Outside affairs are straightened out he will come back to the Old Town again."

A promissory note for $2,650, held by the heirs of Herman W. Hellman, deceased, was given as the heaviest liability of Archibald J. Eley, former chief of the Los Angeles fire department, in bankruptcy proceedings filed by him before U. S. District Judge Benjamin F. Bledsoe. His unsecured claims were reported as $7,199.20. His assets were listed at $2,800. These included a $3,500 home at Santa Monica, for which he claims exemption. There is a $1,700 lien on the home.

In recognition of their heroism in having saved the lives of others in the face of possible death, Mayor M. P. Snyder of Los Angeles presented four members of the Los Angeles fire department with valor medals. The presentation marked the climax of an impressive ceremony which was staged on the steps of the city hall, and followed a parade through the business section of the city, which was carried out by a large number of marching firemen, led by the fire department band. It is the first ceremony of the kind to be staged in the city, it is said. The four men who were honored by the city are: Capt. Edwin A. Gripp, who on August 7, 1919, rescued a number of men and women from a basement filled with deadly ammonia fumes, caused by the bursting of a large ammonia supply pipe. Lieut. Harry J. Griffin, who participated in the rescue of victims of ammonia fumes on August 7, 1919. Fireman Frank E. Tuttle, who at the risk of his own life entered a burning building and rescued an unconscious man. Fireman Mario Sacrabosio, who saved a small child from a house in which a crazed man had murdered his wife and injured one of his children, and who, with a loaded gun, stood ready to kill any policeman or fireman who attempted to enter his place.

In an accident at Victoria avenue and Woodbine street, Riverside, Calif., a fire department truck was partially wrecked and two firemen injured. Both men, Assistant Chief Edward Mosbaugh and M. Basquez, were rushed to the Riverside City Hospital. Mosbaugh left the hospital, hav-

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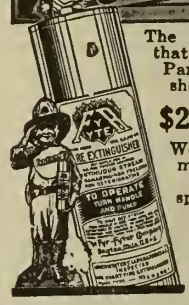

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The Alarm That Gets Action
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ing suffered only painful scratches. Basquez, who was reported to have been badly shaken up, left later. The truck in answering a call to extinguish a brush fire near the Victoria Club is reported to have rounded the corner from Woodbine to Victoria more rapidly than was realized. As a result the heavy engine crashed into the bridge.

Fire Chief Frank Newton of Colfax, Wash., appeared before the city council and asked for more consideration for the firemen, and he got it. Hereafter when firemen make a run to a fire and find the blaze already put out, those who help handle the hose wagon or take other active part will be paid $1, although water is not turned on. Heretofore firemen have been paid nothing unless water has been turned on. The regular pay to the firemen is $2.50 for each fire where water is turned on. The chief told the council that four or five of the firemen stayed with the job at the Methodist Church fire for several hours and helped wet down the ashes and take care of the hose. He asked more pay for these men and they were granted pay for two shifts, or $5. The mayor and members of the council made it plain that they were willing to pay for work at fires, but they are not willing to pay men who are on duty only at roll call.

A meeting is to be called of the Silver Bow Park, Mont., volunteer fire department, according to announcements made by officials of the organization. At this meeting the fire district will be created and the organization perfected. The district, including the Daly addition, was ready for organization some time ago, according to those active in the department affairs, but was kept from completion by the protest of a number of taxpayers in the Daly addition. The new district is organized to exclude the district from which the protest came.

That the Everett, Wash., Board of Education must provide a rear exit to the Everett High School auditorium or else forego its use as a public meeting place was the essence of a talk given the members of the board by Fire Chief C. E. Swanson. Chief Swanson pointed out that at a recent entertainment over 1,100 persons gathered in the auditorium, provided with only two frontal exits, both adjacent to the stage. On one side of the stage and in an exit is contained the house switch board, a fire hazard in itself.

For the first time in the history of Great Falls, Mont., the doors of the Grand opera house were locked at a political meeting under the orders of the fire chief. It was to prevent other people from attempting to crowd in and endanger the capacity crowd already filling the building. At 7.45 there was not a vacant seat in the house, and at 8 o'clock Fire Chief Trodick locked the front doors of the theatre, as hardly another person could squeeze in, and for half an hour people pounded for admission, the number turned away running into the hundreds.

Lectures before approximately 3,500 pupils at Boise, Idaho, by Fire Chief Foster and C. W. Fanckbonner brought the necessity for fire prevention squarely before eight of the grade schools of the city. Talks on the subject and demonstration of the fire alarm boxes and how to turn in an alarm over the telephone were made by Mr. Foster and Mr. Fanckbonner at Central, Longfellow, and Washington, and at Park, Lowell, Whittier, Roosevelt and Garfield.

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Are heard above the din of the workshop and the rattle of the streets.

The distinctive tone penetrates a great distance, but is in no way piercing or unpleasant.

Among the four sizes there is one that exactly meets the needs of your town.

Operated in conjunction with electrical alarm installations, or by steam.

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Modern Fire Apparatus for Small Cities and Towns

The Howe-Ford and Howe-Dodge Fire Fighters

To surely get to the fire, for quick work with the chemical stream, or close to the water, in case the large streams are needed, is vital to the best use of a fire fighter for country fires. The Howe-Ford with DOUBLE POWER transmission WILL TAKE YOU THERE SURELY, as the power can be DOUBLED on any of the speeds, at a moment's notice.

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HOWE FIRE APPARATUS COMPANY
ANDERSON - INDIANA

The NO-WORRY HOSE

C. C. C. Fire Hose is made from start to finish in the C. C. C. factory, thus insuring dependable hose that every Chief should have. Made in knit or woven, single or double jacket, on your specifications, also on approval list of National Board of Fire Underwriters.
Hose made from special selected grades of long, staple cotton. C. C. C. hose has won out in the largest as well as the smaller Fire Departments, solely on merit, price and specifications. None better made at the price.

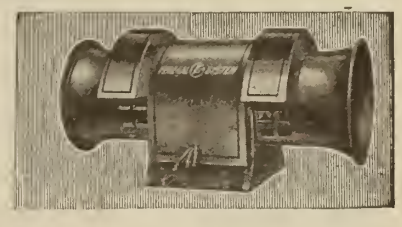
C. C. C. FIRE HOSE CO.
CANTON JUNCTION MASSACHUSETTS

Rothsville, Pa. — Volunteer fire company is raising money for equipment.

Natrona, Pa. — Volunteer Hose Co. No. 1 is raising money for new fire truck.

Federal Electric Fire Siren

Its weird penetrating screech everyone hears, no one mistakes. Sounds at a touch of a switch located anywhere. Write for Bulletin.



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SAMUEL EASTMAN CO., Concord, N.H.
Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

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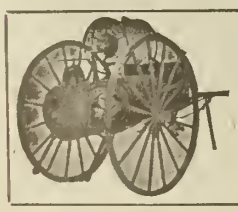
NEW YORK

East Liverpool, O. — Mayor Ingraham states that the city is considering the purchase of a number of trucks and has also advised the volunteer fire department that while these negotiations are pending steps will also be taken looking to the purchase of a much needed truck for the fire department.



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THE PROSPECT MFG. CO.
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OLD ENGINE HOUSES

Serious Charges Made About Two of Those in Use at Lynn, Mass.

The Lynn, Mass., Item says:

The request of Councillor Michael Carroll that an investigation should be made of the Federal street fire engine house is apparently a good one.

The floors are in bad condition, and the weight of the fire engines and ladders is causing the floor to sink rapidly. In one place the engine went through at one time but the strong beams in the basement prevented the floor from giving away entirely.

The sink where the men wash up is in a terrible condition. The marble is broken, plastering is off from the walls and the faucets are poor and they leak constantly.

The windows and doors are anything but sheltering. The wind whistles through the engine house from the cracks surrounding the doors and windows, and when the men are placed on watch at night they are compelled to wrap up in overcoats in order to keep warm. During the winter months some of the firemen on watch actually suffered from the cold as it came through the cracks of the doors and windows. The engine house is damp from top to bottom. It feels like a barn rather than an engine house when you enter it.

The sleeping quarters remind one of the story of Abraham Lincoln's life, when he borrowed a book, and the rain and snow came in through the cracks in the ceiling and destroyed the book, so that Abe was compelled to buy another book.

The log cabin of Abraham Lincoln must have been a palace beside the Federal street engine house. Cracks in the ceiling are numerous and promiscuous. The rain, snow and wind come in without knocking.

Last winter the snow came in on the beds, while the men were asleep. The plastering is falling and unless it is repaired there will be nothing left but the laths. A few weeks ago one of the firemen awoke to find his bed covered with plastering.

The rain comes through the roof and drips down into the sleeping quarters and finally runs through to the engine house where it settles in a puddle underneath the hook and ladder. The engine house can be easily repaired but if it is left in this condition there will be nothing left of the interior but four walls of brick without any plastering or fixtures for the fixtures are, also, loose and ready to drop off at any time.

Mayor Creamer has requested Chief Chase of the fire department to make a complete investigation of the charges that the Federal street engine house is not habitable.

The mayor differs in some respects with the contention of Councillor Carroll that the building is in such shape that the apparatus may fall through the floor. The councillor on the one hand avers a verbal report of the chief, confirms his statement, while the mayor maintains it is to the direct contrary.

"There is no question that a new engine house is needed for the western section of the city," the mayor stated, "but I don't think any condition of affairs, such as the council would lead the public to believe, exists at the old station."

An investigation is also under way by the committees on fire department and public property.

To the Editor of the Item — On last Tuesday evening I was present at the meeting of the Lynn City Council, and was pleased to hear Councillor Carroll present an order calling for a thorough investigation of the conditions of the Federal street engine house.

I was surprised that our present councillor from Ward Three did not at the same time, call for an investigation of the Fayette street engine house, where the conditions are deplorable at the present time and needs drastic action to ensure the health of the men.

The Fayette street engine house was built in 1884, and since that time the only improvements which have been made are that hardwood floors have been laid in the sleeping rooms and the rooms painted, the painting being done by the firemen themselves.

There is only one lavatory in the house for the 28 men to use, 14 men in a shift. The roof leaks and it is often necessary for the men to use their rubber coats for protection in a severe storm. The ceiling and walls are all cracked and plaster falling off.

The floors are rotten and oil soaked where the apparatus stands, and the same conditions in regard to the floors would not be tolerated by the city officials in a privately owned garage.

In 1914 the State enacted a law compelling cement floors and metal coverings or ceilings and walls in every engine house, but up to the present day the conditions at the Fayette street engine house are the same as they were in 1884.

There are seven men sleeping in one room 20x16 and not enough chairs for the department members to sit in. What few chairs there are being in a very dilapidated condition. There is a lavatory in the barn and in such a condition that I believe that if inspectors from the State board of health were to see it they would immediately condemn it as a nuisance to public health.

The man on watch is compelled to sit in one corner of the room backed up to three windows where the wind is blowing in around him caused by the window frames being loose. There is also a large crack in the wall where the wind blows in.

I would like to call special attention to their dining room. As most everyone is aware, there is one day a week when the firemen are compelled to eat their dinner and supper at the fire house and the firemen, like all other human beings, prefer a hot lunch to a cold one and with that purpose in view they purchased a gas stove and cooking utensils at their own expense.

The dining room is located in a dark, dingy cellar, near a pile of coal, with a board between two chimneys as a table and every time anyone walks overhead the poor fireman eating his meal gets the benefit of the dirt and dust from the floor above, which comes down through the cracks in the floor above into his food.

Some people might say "if the firemen don't like it let them get out." But this is a very poor argument, as we have got to maintain a fire department and as long as we do, it is up to our city government to see that the firemen have proper housing conditions and proper equipment to fight fires. G. L. Robinson,
463 Eastern avenue, Lynn, Mass.

Ravenna, O. — Simon Frank has recommended to the council purchase of a fire truck at the earliest moment consistent with the city's financial condition. Legislation for the purchase of equipment has been inaugurated.

FIRE SERVICE

THE MASS. ELECTION

Two-Platoons Won Out in Medford and Winthrop

Two-platoons for the fire department won out in two cities in the recent election in Massachusetts, thus making 36 cities of that state in which the new system has been adopted.

Some people call Massachusetts "the banner two-platoon state," but this is not correct. Boston and a few other cities are still without the new system. In Pennsylvania, however, special acts of the Legislature were passed imposing two-platoons on all cities of the first, second and third class. Ohio and Indiana, among the big states, have likewise made it mandatory in every fire department, while similar laws were passed in Louisiana, Oklahoma, South Carolina and other states.

The state-wide law for two-platoons passed in Massachusetts and signed by Gov. Coolidge (now Vice-President-elect of the United States), was a referendum law permitting cities to vote on it when 10 per cent of the registered voters so required. Under this law 34 cities adopted the system last year, and it has since been working there satisfactorily.

The two cities which adopted the new system at the late election were Medford and Winthrop, with populations according to the old census of 23,150 and 10,132 respectively. They are the 407th and 408th cities on our list to fall into line.

The Boston Globe in a dispatch from Winthrop said:

"There was much rejoicing in the ranks of the firemen and policemen as the result of their success at the election. The firemen put over the two-platoon system, Chief of Police McNeill was placed under civil service and the police received a day off in eight. Of the total voting strength, 6,323, 5,765 votes were cast."

"MONEY IN SIGHT"

A New Source Upon Which Chiefs Can Draw for More Liberal Appropriations

The following editorial from the New York Evening Post is significant as showing where the fire departments of all the American cities can obtain the funds necessary to supply them with needed equipment and the two-platoon system.

If, as a result of Prohibition, prosperity has increased and crime has fallen 50 per cent, the police force everywhere may be cut down and the cost of the administration of justice greatly reduced. Papers all over the country are beginning to call attention to the fact that jails are empty and policemen have little or nothing to do, while many criminal courts have been abolished.

The money that may thus be saved could not be better spent than in improving the fire departments with new machinery, the two-platoon system, and everything else that is modern and up-to-date.

The Post says:

Some time ago Justice Brandeis wrote to the editors of the Survey:

"We shall soon have had a year of freedom from what have been regarded as the main causes of misery — unemployment, low wages, and drink."

Would it not be possible, asked Justice Brandeis, to make a survey of the gains resulting from this freedom — of the actual net benefits derived by the people from the elimination of these three causes. The editors of the Survey thought that it would.

Not to attempt the impossible, they confined the study to a single typical American community. Casting about for a place that had not been unduly disturbed by abnormal war conditions, business booms, or serious strikes, they chose Grand Rapids, Mich. Grand Rapids had been dry for two years under a prohibition amendment to the State Constitution.

The results of this study, conducted by two staff investigators of the Survey, are now before us in a special number of that magazine. They tell a story of absorbing interest to every American citizen. We here see the life of a community intimately revealed in many ways.

Grand Rapids in midsummer is prosperous and thrifty. Even with high prices, it is undeniable, for example, that people have more money to spend. They have spent it both wisely and foolishly, but wise spending and saving stand out as pronounced "gains" during the past two years.

No fewer than seven new savings banks or branches of older banks are doing a good business in Grand Rapids — one of these dramatically receiving dollars over counters that stand exactly where dimes and quarters formerly passed for drinks.

Purchase of homes, always popular in Grand Rapids, is more popular than ever. Steady employment has reinforced the other gains of prosperity. Better times have meant, in the first stages, more self,indulgence, but the tone of community life is higher than before; absence of worry has led to a general liberation of mental energies and a desire for finer enjoyments.

The facilities for outdoor and indoor recreation do not meet the demand. Attention to health is more general than ever before; people go to see the doctor, dentist, and oculist before pain forces them to, and tuberculosis and infant mortality are on the decline. Visible signs of want are few, and people are not only willing to spend more money on themselves, but are voting for bond issues for municipal equipment more generously than ever.

Incredible as it may seem to the inhabitants of some larger cities, Grand Rapids is really dry, say the investigators. Liquor can be had and is had, but the saloons are gone and the machinery for obtaining alcoholic beverages is scrapped.

This has had a marked effect on crime. Almost exactly 50 per cent fewer cases, of all kinds, were handled in the police court during the two years of prohibition than during the two years before.

Most of this diminution occurred in crimes in which intoxication itself is a part of the offence, but not all. Crimes of fighting and rowdyism were reduced. Crimes of theft dropped. Wife desertion and non-support fell noticeably. Vagrants almost disappeared.

So marked was the diminution during the first year of prohibition that there was talk of consolidating the police and justices' courts. Seldom has so direct and prompt a result come from a single piece of social legislation.

An Austrian Request

Fire Chief Panzer of St. Louis, Mo., has received an unusual request from Fire Chief Joseph Wildner of Hainburg-on-Donau, Austria, who wants to know if the firemen of St. Louis will take up a collection to help buy an automobile fire truck for the Hainburg volunteer fire department.

Things are in a bad way at Hainburg, according to the fire chief there, who says the present apparatus is inadequate and that the town is likely to be devastated at any time. Just now, he says, they have a chance to get a bargain in a fire truck which is being offered at a greatly reduced price from the Austrian army stores.

Wildner, who addressed Chief Panzer as "Dearest Comrade and Fellow Fire Warden," says the War Department only wants 500,000 crowns for the truck, which is about $2,000 at the present rate of exchange. As Chief Wildner points out, a little American money makes a mighty big noise in Austria just now.

Chief Panzer said he had shown the letter to one philanthropic St. Louisan, who gave $5, and announced that if anybody else felt moved by Hainburg's plight he would be glad to forward donations.

A New Jersey Chief

It's a hard life, mates, but Samuel Mullins is no quitter, he announced at Essex Fells, N. J., where he is Chief of Police, the police force, fire engine driver, motorcycle cop and flivver operator, at $1,700 per year. He has decided not to leave Essex Fells flat on its back because he can't find a "liveable house."

Although he makes an average of only nine arrests a year, he has to be on the job all the time, responding to burglar alarms and fires, chasing speeders and massaging the flivver.

He says he doesn't believe anything he hears and not half he sees, but life is just one jump after another for him. However, on the question of resigning his ultimatum is: "Hell, no; I'm young and full of hope."

Big Majority

Indianapolis, Ind.,
No. 30 Fire Station.

Fire Service,
New York.

Dear Sirs — Enclosed find $2.50 for paper.

We go on the two-platoon January 1, 1921. Passed both houses of legislature unanim usly, not a vote against it in lower house and only three in senate.

Yours for Indianapolis, Ind.,
No. 30.

New Apparatus

Their home city, Indianapolis, has awarded Stutz Fire Engine Co. a contract for 25 motor pumpers and 10 service trucks.

WIRELESS FIRE TELEPHONES

Astonishing Progress Made by European Fire Departments with New Inventions

There is no sign yet to indicate that any member of the American fire service anywhere in this country has awakened to the importance of the wireless telephone and the wireless telegraph as adjuncts of the present system.

And while both of these inventions, the telephone and the telegraph, are American in their origin their application to fire purposes in the present instance is European.

"American inventors are awake but the American fire service is asleep." Such might be the lesson taught by what we are now witnessing, the leaving behind in the march of progress of the entire American fire service that we have been taught was the pioneer in all of such mechanical advancement.

The wireless telephone as an adjunct of the fire department is no mere theory or experiment in Europe. It has been formally adopted and is as much a part of the fire department as a motor engine or hook and ladder.

This was done after long experiment which demonstrated conclusively that once again science had put a new weapon into the hands of the fire service. We must take off our hats to our European brethren, who are thus showing us the way in which we should go.

We are printing here today a picture of two firemen attaching to a tree a wire leading from a motor engine which stands in the road, so that a message may be sent through the air to Fire Headquarters several miles away. These are French firemen, belonging to the Paris Fire Brigade, in which the wireless telephone system has been formally adopted. Among other things it enables a motor engine to go far out into the country and at all times keep in touch with Headquarters.

In London such a message has been received from a distance of seven miles at Headquarters sent from a motor engine going through the streets at a rapid rate.

On August 13 a fire company was called out in Liverpool by wireless from an aerial on a building to an instrument on a fire engine.

Even China is ahead of the United States in this respect, for the wireless telephone as an adjunct of the fire department is in operation in Shanghai.

Liverpool, in addition to the wireless telephone, which it is using, is also experimenting with the wireless telegraph, which requires a different set of instruments. Last month experiments were made by Ch. Supt. Weir, of the Liverpool fire brigade, with wireless telegraphy. A receiving set was installed in the central station, and a transmitting set carried on an engine which went to Britannia street, a short cul de sac off Atlas street, both streets consisting of cotton stores, there also being a large bottling store and a mill.

There was much iron about, but a message was received from the engine when there with an aerial 32 feet long, 10 feet above the ground. Part of the message got jammed through other wireless working at the same time. A second experiment was made from a field on the outskirts, about four miles away.

In order to understand the capabilities of these new inventions and their possibilities as applied to the fire service, attention is called to some recent amazing demonstrations.

Concerts given in London can be heard in Trieste by wireless, according to a statement to the Associated Press by William Marconi, the inventor of the wireless telephone, at Trieste on Sept. 16. Signor Marconi was interviewed on board his yacht, the Electra, where he is conducting his experiments with the view to perfecting his wireless discoveries.

(Copyright International)

Paris firemen connecting wireless to a tree from apparatus stopped in the road.

"I have evolved an instrument," he said, "which will carry 1,000 miles and which reproduces the voice more distinctly than the ordinary telephone. I talk regularly with London and get the news of the day. I have come to the Adriatic because conditions here favor my experiments. Less power is needed to work the instruments here than elsewhere. After this cruise I am going to America."

Telephonic communication between America and Europe is one of the amazing possibilities of the near future, and American initiative, culminating in the signing of a contract by the American Telephone and Telegraph Co. and the General Electric Co., bids fair to accomplish this new miracle of the century.

If it comes to pass, communication may be had with ships at sea by means of the ordinary desk telephone, radio experts say. Conversations by different parties also may be carried on over a single telephone wire, without any interference one with the other.

The two companies to the arrangement, which just has been announced, have experimented along this line with surprisingly successful results.

It has been demonstrated that the human voice can be transferred automatically from a land telephone to a wireless telephone service at a radio exchange. This is done through development of the amplifying valves that increase thousands of times the volume of sound from the original voice.

When the Cunard liner Imperator was leaving New York on her last trip, a human voice, booming clear above all the noise of the busy harbor, was heard plainly by those aboard the great ship. And this seeming miracle was accomplished without the use of any kind of receiving apparatus aboard.

The remarkable experiment was made possible by means of electric tone amplification that magnifies the human voice a million times. It marked a new era in the history of vocal transmission, engineers who observed it declared when there came from England a cabled message announcing the complete success of the experiment.

Passengers on the former German liner were amazed as the vessel passed down the North River to hear a deep penetrating voice call: "Steamship Imperator, ahoy! Paging Mr. Jones, Mr. Mathes." The call repeated several times might have been that of a bellboy. There was only one difference — it was intelligible.

The only one on board who did not seem to show any wonder at the phenomenon was Dr. S. W. Stratton, Director of the United States Bureau of Standards. He listened and smiled. He had seen the imagination of Jules Verne and H. G. Wells outdone during the last few years.

Seemingly having located Mr. Jones and Mr. Mathes, the giant voice changed its bellhop chant to "Bon voyage, Mr. Mathes. We hope your trip will be very pleasant. Just a minute now and we will play you something."

In the same mystic fashion the clear notes of "It's Apple Time in Normandy" drifted over the ship.

"Good Lord!" shouted the pilot, "I'm about to pile this ship up on the rocks of some cabaret."

Then Mr. Jones explained to the scores of passengers who had collected that it was only his colleagues bidding him farewell from the Western Electric Laboratories in West street. The "giant voice" was coming from one of the loud-speaking transmitters which was developed by the Western Electric's engineers, and had been set up in the window of Mr. Jones's office on the tenth floor.

Amplified a million times, the voice of one of the engineers had carried distinctly to the passengers on the Imperator.

The loud speaker has never been tried before under such adverse conditions. The success of the experiment forecasts other remarkable achievements for it, engineers said.

"Imagine some politician returning from abroad talking to assemblages in ten halls in ten different cities from a ship 600 miles at sea, with the aid of the radio telephone and loud speakers," commented one of the engineers.

Firemen Build a Home

A fireman in distress can always count on the assistance of his brother firemen. Bert Beckham, a member of the department who is now on pension, following injuries received at the Ball fire, sent out an appeal for aid in building him a home at Sharps Station near Auberry. Beckham is totally disabled and unable to work.

As a result of the appeal a number of the firemen gathered and made arrangements whereby lumber was purchased and a local drayman was enlisted to volunteer his services in transporting the lumber to the destination. Five members of the department will voluntarily start actual construction of the home during their spare hours.

The structure is to be a two-room affair, a bungalow, and of modern construction. It will probably be completed within four or five days.—Fresno, Calif., Republican.

Burlington, N. J. — It has been decided to buy new apparatus.

"MEN OR MONEY?"

Clergyman Says Platoons is Merely a Question Between Human and Financial Interests

Rev. V. L. Smith, at the Memorial M. E. Church service at the Y. M. C. A., Beverly, Mass., initiated a feature in his service that is being used to good advantage in Boston and other cities, of giving a brief prologue to his sermon on topics of local and current interest.

He spoke on "Two-Platoon for the Firemen," "Two and Three-Fourths Per Cent Beer for the Workingmen" and "Votes for Women."

Regarding platoons, he said: "I am not another candidate for mayor on the above platform, but I am glad to comment on this subject of local current interest.

"The voters of Beverly will decide whether the firemen shall have the two-platoon system they are asking for or not.

"The firemen, like the ministers and the mayor, belong to the staff of community servants. They are sentinels of safety and protectors of our common weal, and their request merits consideration. Our 29 firemen on the present staff are on duty 24 hours a day for four days, with hardly an opportunity to maintain a speaking acquaintance with their families.

"In providing a 12-hour day it would make for better home life, greater satisfaction to the firemen and more efficient service. The question is, 'Do we want it enough to pay the price?'

"As is the case with practically every other issue, this one resolves itself into one between human interests and financial interests. A vote is always the voter's judgment upon himself. Your sense of value is the issue, as well as the merits of the two-platoon system.

"You will either vote for satisfaction in the fire station and happiness in the homes of the firemen, or for money in the pockets of the taxpayers. Which will you vote for, money or men?"

MAKING "LOUNGE LIZARDS"

Mr. Brown Says That is What Firemen Become Under Continuous Service

The following letter from Jeremiah F. Brown, a prominent citizen of Beverly, Mass., is self-explanatory:

Beverly, Mass., Oct. 29, 1920.

Editor of The Beverly Times:

Impelled by the eleventh-hour statements of the Chamber of Commerce and the chief of the fire department, and a sense of fairness, I ask for a small space to say a few words in favor of the two-platoon system.

The city has spent thousands of dollars to provide playgrounds for the children and has paid instructors in each ward to teach them to play, knowing that it pays to bring them up under healthful and cheerful conditions.

And yet, the Chamber of Commerce would have men who should be alive and alert in every sense, at the sound of the gong, live the life of "lounge lizards" because of the added expense "in cents rather than dollars to the small individual property owner," by confining them to the fire houses 24 hours a day.

As to the hint about increase of officers, in my opinion we have enough gold braid in our department at the present time.

It has been my experience as a member of the finance and other committees in the city government that if the heads of departments were given all the money they asked for the tax rate would be at least doubled.

To the women who are about to cast their first vote, I ask you to give the firemen of Beverly the opportunity to share with their wives the burden of the care and training of their children by voting for this measure and to practice economy by selecting men for the city government who will keep the tax rate to lowest point consistent with the public health and welfare. —Jeremiah F. Brown.

A BOSTON INNOVATION

First City to Install a "Wrecker" in the Fire Department

The numerous services which up-to-date fire departments are called upon to render require not only the standard fire department equipment but the apparatus of the rescue squad and other types of emergency equipment.

The fire department of Boston, Mass., has had a derrick wrecker mounted on a specially built-auto truck equipped with a 4-cylinder, 70-horse-power motor. This piece of apparatus has rendered particularly efficient service since it was installed in fire headquarters on Bristol street about two years ago.

The machine can make a speed of 40 to 45 miles an hour and is equipped with a power winch and derrick at the end, which is capable of lifting a weight of ten tons. Among the ordinary uses to which the derrick can be put are towing in wrecked apparatus, delivering fuel and pulling down walls at fire ruins. It has also been frequently used to rescue horses that have fallen into holes or ditches.

The wrecker can pick up a heavy automobile and swing it around as if it were a baby carriage. The machine has a record of several hundred accident cases and now averages almost a dozen calls a week.

Among the specific instances of the usefulness of the Boston truck are the following: It was used to convey divers and their outfits from the Navy Yard at Charlestown to Fenway Pond, Back Bay District of Boston, the scene of a drowning accident, assisted by Ladder 15.

This same machine removed a horse and cart that had fallen over an embankment and into the cellar of a building. The wrecker was also used to rescue a horse that had gone through a barn floor on Blue Hill avenue. It also responded to a fourth alarm from a box on Battery Wharf on the water-front and removed two fire department horses that had fallen into a trench. The wrecker responded to a call from Dorchester, where, assisted by members of Ladder 27, it removed a horse from a manhole, the horse being the property of the City of Boston Sanitary Service.

The above are a few of the outside jobs done by the wrecker and do not include the regular fire department emergency work, which are performed quietly, efficiently and without any special notice being made of it—it's all in the day's work for the wrecker.

Boston was the first city to install this type of machine, and since it has been established it has been adopted in a number of other cities. The wrecker was designed by Charles W. Stewart, Supervisor of Motor Apparatus of the Boston fire department.

The wrecker is in reality a traveling repair and machine shop and responds to all third alarms. The motor squad is composed of six men, and three men are kept on night duty.—American City Magazine.

Pay of Firemen

Bravery in policemen and firemen has become almost a commonplace. We take the patrolman facing the insane murderer or the burglar in the dark alley or the firemen on the scaling ladder with the wall about to crash as easily as we do the cop waving traffic signals or the smoke eater reading the pink newspaper outside the fire house. No less an authority than James Ford Rhodes, the historian, sets down as one of the most gallant of American deeds at arms the conduct of Inspector Bonfield and his policemen at the time of the famous Haymarket anarchist riots in Chicago.

Bonfield had 180 men. In their midst landed the dynamite bomb, a terrible weapon, until that time utterly unknown in this country. Seventy-five of those policemen went down. But the survivors dispersed that mob of thousands.

Taking them by and large our own policemen and firemen probably rate with the best, even if we do sometimes feel that Worcester has more than its proper share of unpunished assault cases. Also it is undeniable that in these present times their incomes, despite advances in recent years, can be little more than adequate to their actual needs. They would not be overpaid if their present requests were granted.

Remains that vexatious question, can we afford to pay them more. All of us find we have to pinch, even unto the governor of Massachusetts who hasn't had a new suit in two years.—Worcester Telegram.

Cincinnati Vacations

City Council unanimously concurred in the recommendation of Charles F. Tudor, Safety Director, to allow each city fireman fifteen days' vacation after Jan. 1, 1921.

Mr. Tudor, in a communication to Council, said that the vacation system for firemen was incorporated in the double-platoon system, designed by the late John R. Holmes, Safety Director, but never was inaugurated. Under the double-platoon system, firemen work 24 hours and are off 24 hours, but no regular vacation periods were allotted this year. Councilman Mullen moved that the recommendation be concurred in.—Cincinnati Tribune.

Manchester Platoons

Petitions for a two-platoon system for the Manchester, N. H., fire department have been presented to Chief Charles A. French by members of the department.

The system has been advocated for some time by members of the department, who are members of the International Association of Fire Fighters. It is expected that the petition will be presented to the board of fire commissioners.

FIRE SERVICE

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That Fake "Speech"

In its issue dated Nov. 3 Fire and Water Engineering invites a "discussion" of the so-called "official stenographic report" it published of the proceedings of the Toronto Convention, saying: "The very best composite knowledge of the fire departments is required, and this can only be obtained by thoroughly discussing every subject dealt with."

We opened this discussion in our issue of Oct. 16 by inviting Fire and Water Engineering to explain the bogus "speech" it printed as having been delivered at that Convention, and which has aroused great interest and no little indignation among the Fire Chiefs.

Several who were present when the genuine speech was delivered, have written us saying that if any such remarks as are contained in this fraudulent "speech" had been made on the floor of the Convention there would have been a fist-fight right then and there and that the police might have been needed to quell the disturbance.

Moreover, we have in our office stenographic notes of the original speech, which was correctly reported in all the Toronto newspapers and heard by over 400 Fire Chiefs.

We communicated with President Healy of the International Association of Fire Engineers, as well as with the Official Stenographer employed to report the Convention, neither of whom has corroborated the alleged "speech" printed by Fire and Water Engineering as part of its so-called "official stenographic report." An examination of the facts indicates that it is not official, it is not stenographic, and it is not a report. It is apparently a pure fake.

Letters of Fire Chiefs which have reached us show that correspondence and discussion is going on among them regarding this weird distortion and attempted deception. They feel that the Chief who made the speech had a perfect right to further explain his position over his own signature after the Convention, but that Fire and Water Engineering had no right whatever to suppress the genuine speech and substitute another in its place, labelling the whole "an official stenographic report," when the substituted speech if delivered on the floor of the Convention would have created the greatest possible excitement and probably led to a fight.

We have waited patiently since October 16 so as to give Fire and Water Engineering an opportunity to communicate with President Healy and the Official Stenographer and thus be in a position to answer our criticisms and explain its strange conduct.

Now, after the expiration of five weeks since the matter was called to its attention, it would seem as if an immediate answer should be forthcoming.

The Soul of a Fireman

Have firemen souls? The question has been asked by a clergyman in Colorado.

He may well ask, for the theory of Continuous Service, which existed in all our fire departments up to quite recently and which still exists in many, is that firemen have no souls, or if they have they are not worth bothering about. This clergyman has figured that under Continuous Service the fireman can attend church only once every three weeks or 21 days.

Thus an obstacle is legally placed against the attendance at divine service of a public official. It is the law which does this, not to a private but to a public servant.

This public servant, the fireman, is not only "sweated" as no private servant is by being compelled to work 24 hours per day, but the law, which is supposed everywhere to encourage attendance at divine service, forbids him attending to his religious duties.

On this point alone, even if there were no other argument in favor of the new scientific two-platoon system, we would be willing to "go to the bat" with Continuous Service in every city in the United States, confident that we would win out.

Firemen are being prevented from attending church by Continuous Service because the American people know nothing about it. They would not stand for such a system if they did know about it. When they are informed of it they wipe out Continuous Service at popular elections with majorities as big as 15 to 1.

The Fire Insurance Trust and the Boston Chamber of Commerce may claim that firemen have no souls, that they are mere dogs, and ought to be compelled to work 24 hours per day so that these concerns may make a little more money, but the American people will never take that view of the subject.

More Money

From all over the country reports are beginning to come in of empty jails, criminal courts without any prisoners to try, and policemen with nothing to do, as a result of Prohibition. Enormous economies for all American cities are thus made possible in the immediate future.

The money thus saved, or a large part of it, should be spent on the fire department. Nearly every fire department is undermanned, and "equipped" with more or less obsolete and inadequate fire-fighting apparatus.

We don't know a Chief who could not give his city greater fire protection if he had more money to spend. This should be spent on new apparatus and more men, with more liberal pay for all grades, an increased salary for the Chief, platoons, new stations, new machinery and liberal allowances for all extras.

Acting upon the suggestion of one of the Justices of the Supreme Court of the United States, the Survey has made a long and painstaking investigation of a typical American city, Grand Rapids. It finds that criminal cases of all kinds have fallen 50 per cent in the police courts as a result of Prohibition. Most of this reduction occurred in crimes in which intoxication is a part of the offence. Crimes of fighting and rowdyism were greatly diminished, accusations of theft dropped, and vagrants had almost disappeared. The abolition of many criminal courts was under consideration.

As time goes on similar and more marked reports of this kind are certain to come from all parts of the country. It has been noticed in New England that the police force of many cities has little or nothing to do. It makes a pretence of being busy.

It is considered likely that a general movement may soon begin towards cutting down the police force in many places. Numerous jails have been closed and criminal courts abolished.

Cities that are thus suddenly confronted with large savings in municipal expenditure, should decide to spend much of this money upon the fire department, which has not been affected by Prohibition. Now is the time when the fire service can come into its own in the way of more money and make real progress in development to keep pace with the times and with the growth that is going on everywhere in population and construction.

All Fire Chiefs should make it their business to see that the growth of their departments keeps pace with the growth of the cities in which they operate. They should call attention to the fact that when the city can effect a large saving this money should be spent on the fire department and not turned over to some other department or simply pocketed.

They should not hesitate to scrap all old machinery and have it replaced by new apparatus if the appropriations can be secured, nor should they hesitate, when "big new money" of this kind is in sight, to recommend higher salaries all around for the fire-fighting force, including the pay of all officers.

Chiefs should not from a false sense of modesty or timidity permit their departments to be starved. They won't get any of this money if they don't ask for it, and they should ask for it with emphasis.

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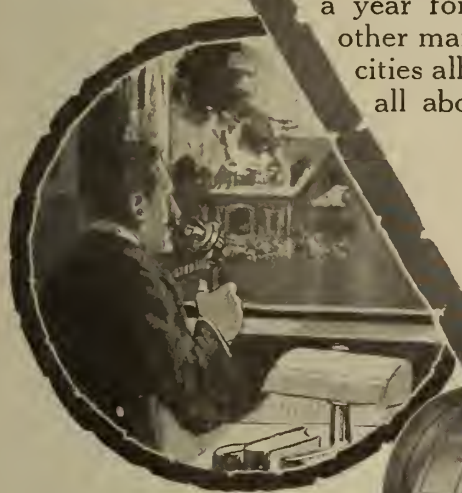

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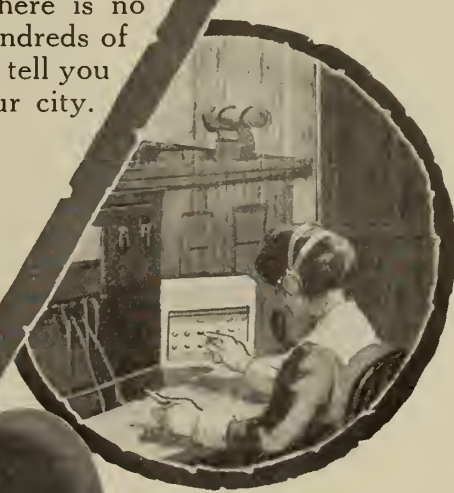

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"DESTROYS HOME LIFE"

What One Mayor Says About Continuous Service

Mayor Charles H. Adams of Melrose was asked to give his views of the two-platoon system for the fire department, and he gave the following paragraph from his inaugural address of last January.

"I think that we should arrange in some way the hours of firemen, so that they may have more nearly a normal home life. Now a fireman, save for meal hours, is on duty four days and nights in succession or 96 hours. They have one day and night at home. Save in the army, I know of no service that so nearly destroys the home life.

"The present system completely eliminates the fireman from the church, the lodge, the evening entertainments, and also from the homes, except for meals, save one day in five.

"We shall some day look back on the present system as belonging to another age."

"WORTH PAYING FOR"

What a Colorado Paper Says About the Fire Department

The Herald of Durango, Colo., October 29 said:

The Colorado Firemen's Association is very busy pushing publicity matter on the proposed platoon system amendment.

The amendment provides for two-platoons for all paid fire departments in the state. It was framed and is being pushed by men who believe that it is not fair that firemen should be kept on duty for the full twenty-four hours, as the present single platoon system calls for. The only way that this arrangement can be changed is by passing the amendment.

There has been some opposition to the amendment in Durango because of the fact that the new arrangement would call for an increase in taxes. Chief Williams states that this would not be so, as only one new addition would have to be made to the department to put the two-platoon system into effect here.

Again, there are those who say that the firemen do not work overly hard anyway. That is granted, but it is also a fact that there is no work so irksome as that which requires no occupation of time.

The fire department is a branch of our city service that we cannot afford to do without. If it is worth having it is worth paying for without working a hardship on any member of the force.

As long as the addition of only one man will give the firemen a part of their time that by rights belongs to them, it seems a small thing to give them. A careful perusal of the bill and a careful consideration of the amendment before voting against it is all the firemen ask and a fair business man will not hesitate to give them that consideration.

NEW DRILL SCHOOL

Established at Brookline, Mass., as a Result of Platoon System

The Chronicle of Brookline, Mass., says:

A drill school to instruct Brookline firemen in the handling of tools and equipment used by the local department in fighting fires and saving life was opened at Station E on Devotion street in charge of Captain Selden R. Allen, who has been appointed department drillmaster by Fire Commissioner Willard W. Estabrook.

The school will be a permanent training feature of the department and provision has been made for daily sessions for two classes of eight men each. The course will cover 21 days and will include extensive instruction in running lines from engine and hydrant to wagon and cellar pipes and deluge sets, the use of scaling and all other kinds of ladders and of all tools and appliances, life-saving with life-belts and ropes and the removal of unconscious persons by ropes and ladders.

Establishment of such a school here has long been advocated by citizens and its opening at this time is regarded as an important step in further increasing the efficiency of the local department. Through the school local firefighters will learn the latest and most efficient fire fighting methods and the training will prepare them to cope with any emergency which may arise here.

The appointment of Capt. Allen as department drillmaster puts the right man in the right place, for no one is better fitted for such work. He has been a member of the local department many years and during his service has made a careful and extensive study of fire fighting in all its branches under the guidance of Chief Johnson. Recently Capt. Allen visited the Boston fire school and he has taken for the local school such features as will help perfect the Brookline department.

The efficient management of our fire department and the ability of the rank and file, is generally recognized. The surprisingly low fire loss in Brookline annually, is an indication not only of wise and efficient management, but of the capability of the individual members of the department.

Equally important is the rating Brookline has — second among all towns and cities in the state. Economy does not mean purchasing where purchasing is cheapest. The true economist is the one who purchases the best, because it is the cheapest in the long run.

Commissioner Estabrook has never deviated from this sound economic principle in the purchase of fire apparatus, and if any town or city owns fire apparatus that has stood up longer or given better service than our own, we have yet to hear of it.

The two-platoon system, about to be inaugurated, is another sign of progressiveness in our fire department. If further evidence is required we have only to note the formation of a drill school this week. The Commissioner and Chief Johnson are to be commended for their judgment in making this school possible. Both realize that the department will either go forward to greater efficiency, or drop back to a minor rating, and both elect the forward movement.

The two-platoon brings to the department many new men, untrained. The older men, in point of service, may require only post-graduate courses in the school, but they welcome the drill school as enthusiastically as the younger men, for it provides them an opportunity of "keeping their hands in" and of keeping abreast of the times.

New interest will be aroused among the rank and file. Useful and pleasant diversion in the regular drill school periods will break into an otherwise long, tedious day in a fire house. The firemen will benefit greatly by it. So will the town. The Chronicle has reason to feel especially pleased over the new institution, since it has consistently advocated a drill school for Brookline.

"Show me a man who not only knows his 'line', but imparts to that line undivided interest and enthusiasm, and I will show you a man who is thoroughly equipped and capable of handling that line successfully."

This from a psychologist on expert salesmanship. The same may be said of a firefighter. A man may enter a fire department, become familiar with the routine, learn how to run up a ladder, or couple a hose, keep an exact tally of meal hours and days off, and memorize the wage scale in a score of towns and cities, and still be as far removed from the class of born firefighters as east is from west.

The man who does only what the regulations require, may remain in a fire department for life and have a clean slate upon retirement, but he is not the man who can put his right foot forward and say "here, sir," when the commissioner or chief calls for men with special qualifications for advanced work or promotion.

The call, this week, was for a man capable of becoming drill-master in the drill school established in the Brookline department. The man selected had a "pull," but it wasn't the kind of pull that usually lands men in preferred municipal positions. It was the "pull" that comes of persistent effort for the welfare of the department; of unbounded enthusiasm in his work, and of absolute knowledge of the technique of fire service.

His mastery of the science of hydraulics and intimate knowledge of the work of the Boston drill school, together with his study of modern apparatus and methods, constituted the "pull" which won him the position. It was fortunate that the Brookline department had a man so well qualified as the new drill-master, Captain Selden R. Allen.

Comfort on a Ladder

Firemen know the tired feeling after standing some time upon the rungs of a ladder to direct water into upper windows and will welcome the folding platform devised by Mr. Heathman, of Parson's Green, Fulhab, which gives a wide board adjustable quite level to suit every angle of inclination at which a ladder may be standing, and to hook on any rung.

It permits a man to stand quite upright with freedom to use both hands and arms at his work, and he can turn to right or left or with his back to the ladder in comfort, and without the fatigue of the legs and feet which results from standing on small ladder rungs. It is very light in weight and cheap.—Fire, London, England.

An English Strike

Congleton fire brigade tendered notice of resignation unless higher retaining fees, &c., were paid. Their demands have been acceded to.—Fire, London, England.

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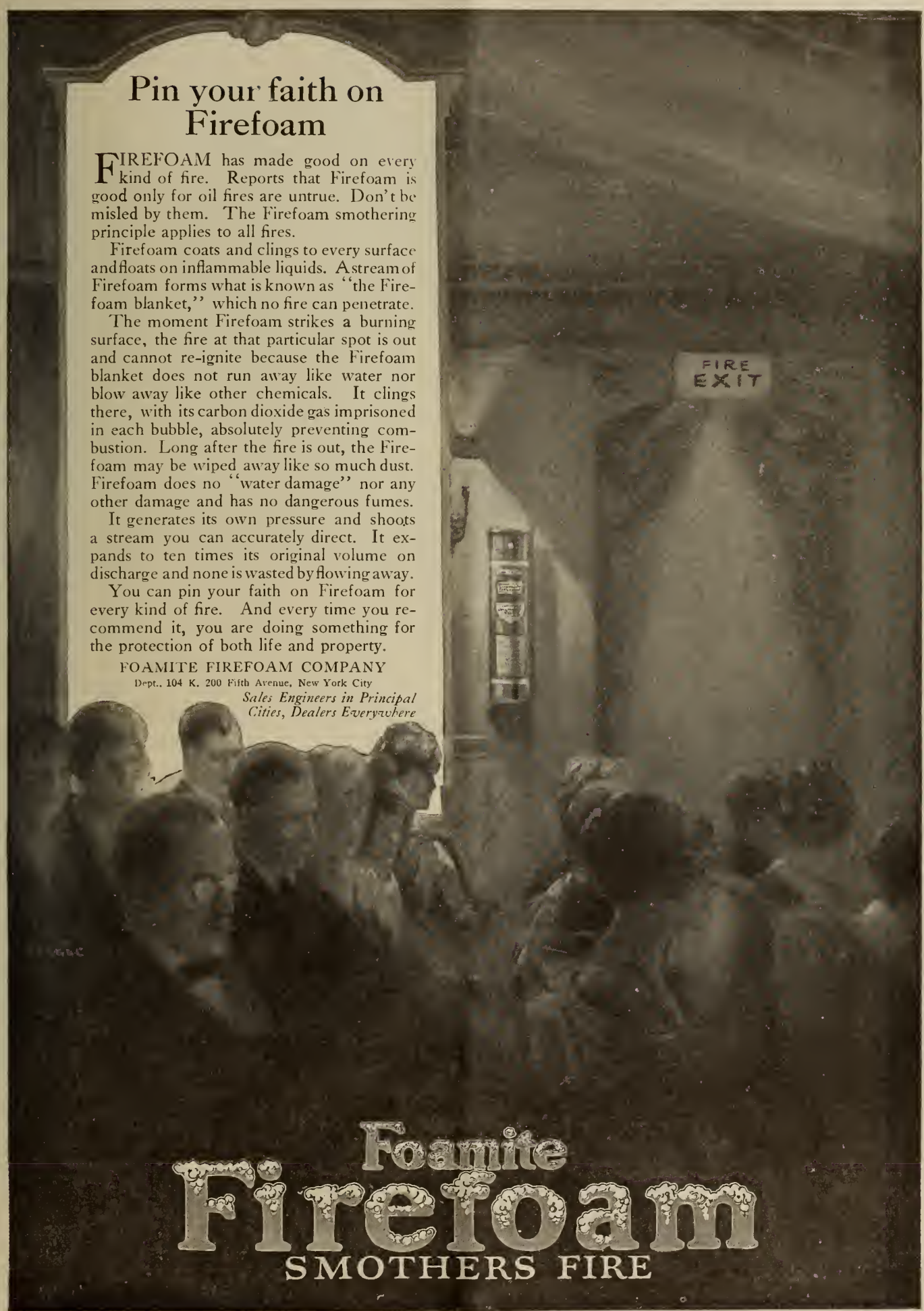

SERVICE NEWS FROM EVERYWHERE

New England States

Miss Elizabeth Hall, '21, of Colonial Point, North Weymouth, Mass., has been appointed fire captain of the four halls of residence at Radcliffe College. Miss Hall has entire charge of the fire regulations and drills in Barnard Hall, and has chosen Miss Helen Curtis, '22, of Wellesley Hills, as sub-captain of Whitman Hall; Miss Emeline Trefry, '22, of Marblehead, sub-captain of Eliot Hall; and Miss Louise Dalby, '22, of Washington, D. C., as sub-captain of Bertram Hall. Fire drills are held in each of the four dormitories every three weeks, at an hour known in advance to the hall mistress, but not to the students. In addition to her duties as fire captain Miss Hall is also news editor of the college paper, the Radcliffe News, and a member of the 1921 Year Book board. Fire drills are also held at regular intervals in the college recitation buildings. Miss Veronica Barry, '21, of Newtonville, has charge of these drills. The fire regulation system of the cottage is under the Student Government Association.

The largest and most powerful stream of water to be pumped through a line of fire hose in Boston by land engines, was thrown on the testing grounds of the Boston fire department, Bay State road and the Cottage Farm bridge, when four lines from two big gasoline engines threw more than 1,600 gallons a minute. The test was under the direction of Deputy Sheriff Tabor of the Bureau of Supplies and Repairs and Supt. Byington of the repair shop. Four lines were run from the two engines into a four-way deluge set. A two and a half inch tip was used, followed by a two and a quarter inch tip, and then by a two-inch tip. A stream of water was thrown more than 200 feet into the air, and when the direction was changed the stream landed on Commonwealth avenue, with the men holding the pipe standing on Bay State road. The engines used are rated for 750 gallons of water a minute, but both of them, without being forced, more than delivered their rated capacity.

Members of the fire department of Newport, R. I., sent a petition to the Board of Aldermen asking for the two-platoon system. The petition stated that this system has been a success in other cities, and while it means an addition of 11 men to the permanent force, would tend for greater efficiency. Other than the reading of the petition, the aldermen took no action by way of approval or recommendation, merely referring the matter to the Representative Council.

Reports that members of the Bridgeport fire department had been given time off, at the request of political leaders in campaign activities, were denied by John A. Leonard, president of the Board of Fire Commissioners. Three men, said Mr. Leonard, had been granted leave of absence for a few days, but not at the request of political agents. These men, said Mr. Leonard, are not paid while away, and their places in the department are covered by men from the platoons off duty.

A regulation of traffic in case of fire, which will eliminate the possibilities of accident on streets of Adams, Mass., will probably be made more strictly in the future, as the result of the case brought against Howard Kaiser, operator of the motor fire truck, on a charge of driving above a reasonable speed. Judge Fred R. Shaw, in discharging the defendant, advised him to exercise proper care while driving to the fire station in his own machine from his garage on Commercial street, and incidentally suggested that traffic officers and police officers clear the streets of traffic when the alarm blows, in order to afford a right of way for Mr. Kaiser from his garage to the hose house, and for the truck when it responds to the alarm. It is expected that these suggestions will be adopted in the future. Mr. Kaiser's car, in which he drives from his garage to the fire station, is equipped with a special horn, which, it is believed, will assist in clearing the streets in an emergency.

The Boston American says: "Fire Commissioner Murphy was praised in the annual report of the Boston Board of Fire Underwriters. His efforts in defeating the two-platoon system were complimented."

The matter of a paid, standing fire department of 21 men on duty continuously at Bath, Me., was discussed by a committee of the Chamber of Commerce with representatives from the Bath fire department.

Fire Commissioner John H. Hannan of Malden, Mass., has ordered seven members of the Malden fire department not to enter any fire station except the one to which they are assigned, unless they receive permission of the chief or deputy chief. It is understood that criticism by these seven men has brought about this order.

Fire Chief W. F. Daley of Brockton, Mass., has detailed Asst. Chief John Murphy to be the drillmaster of the fire department and for 30 days. Asst. Chief Murphy is detailed to attend the daily courses in firemen's drills at the Boston fire drill school. Later Chief Daley will arrange for details of the firemen to drill in fire-fighting work. The center of the drill work will be the drill tower erected prior to the death of Harry L. Marston, next to the West Side fire station. Raising and lowering ladders, conveying hose and other kit into action, carrying dummy bodies for practice in possible rescue work and all the incidents of fire department work will be part of the drill course. Asst. Chief Murphy, in going to the drill school, is to gain the most modern ideas for a fireman in the ranks and begins at the bottom in regular class work with recruits.

As a means of demonstrating the difference between the old-fashioned horse-drawn apparatus, and steam fire engine and the modern motor driven fire apparatus, an alarm was sent in from Box 53 calling the Portsmouth, N. H., department to Market Square. There were thousands about the square ready for the test and soon after the first round of the alarm, the motor driven apparatus tore up Pleasant street, the hose wagon laying a line of hose and the motor engine stopping at the reservoir. It was three minutes from the time of the first stroke on the alarm before the motor engine crew had a stream of water playing down Pleasant street. The horse drawn apparatus made good time, also, but it was just 13 minutes before the steam fire engine had steam enough up and had a stream playing down the street. A difference of ten minutes under the most favorable conditions, time enough for a fire to become extremely dangerous. The motor engine threw two streams, both of which were equal to that of the fire engines one and later when the streams from the motor engines were coupled into a single nozzle, it threw a remarkable stream, of solid water, which when elevated went well over the top of the Post Office building. The motor engine has a capacity of 750 gallons of water a minute, or almost three times the capacity of the fire engine.

Two tablets will be placed in Boston soon to commemorate the establishment of the first fire alarm system. Fire Commissioner Murphy has sent a letter to Edward M. Hartwell, secretary of the Statistics Department of the City of Boston, in which he says: "It is proposed to place a small tablet in the fire alarm office in headquarters of the fire department, Bristol street, and in the fire station of Engine Co. 26, Mason street, which has been remodeled, to commemorate the fact that the first fire alarm telegraph system was conceived and built in Boston, and the first alarm of fire in the world's history was struck from a fire alarm box on the Cooper Street Church April 29, 1852. I find from research that the idea of a fire alarm telegraph system was conceived by Dr. William F. Channing, who published the fact in June, 1845. Moses G. Farmer was the practical man possessed of electrical knowledge and skill who later successfully worked it out. Josiah Quincy, mayor of Boston, was interested in the project and in 1848 two machines were ordered by the City Council for striking the bells. One was placed in the belfry of City Hall. In 1851, $10,000 was appropriated in the city of Boston for a fire alarm telegraph system which was built, and completed April 28, 1852. The first alarm of fire on a fire alarm telegraph system was struck on Boston bells April 29, 1852, the first time in the world's history. The box from which the alarm was struck was located on the Cooper Street Church and the fire which caused the box to be struck was at the corner of Charlestown and Causeway streets. I would appreciate it very much if you would verify the above facts."

Policemen and firemen's associations throughout Massachusetts went on record as flatly opposing any change in the pension systems of the State affecting their members. The final hearing of the special committee appointed to make recommendations as to the feasibility of unifying the pensions of State, county and municipal employes, was held. Representatives of the police and firemen stated that the non-contributory pension system was one of the most effective weapons in securing recruits and that a change would be unfortunate. Thomas McMurray appeared for the Massachusetts Police Association, and Thomas O. D. Urguart for the Massachusetts Chiefs of Police Association. Fire Chief John D. Doyle of Wellesley recorded the firemen as being opposed to any change. A leeway of four years beyond the present compulsory retirement age of 70 for State employes was urged by Andrew Marshall, representing the State Employees' Benefit Association. He declared that many 70-year-old men were able to perform efficiently and that it was an injustice to force them out.

Members of the Brookline, Mass., fire department presented Chief G. H. Johnson with $100 in gold, in honor of his 50th anniversary of service with the department. The presentation was made in the lounging room at fire headquarters, where representatives from all the stations had gathered.

Neil Mannix of the Jones-Mannix Co., Worcester, Mass., who has for many years responded to fire alarms as regularly as a fireman, and has always carried along a supply of hot coffee for the firemen, was

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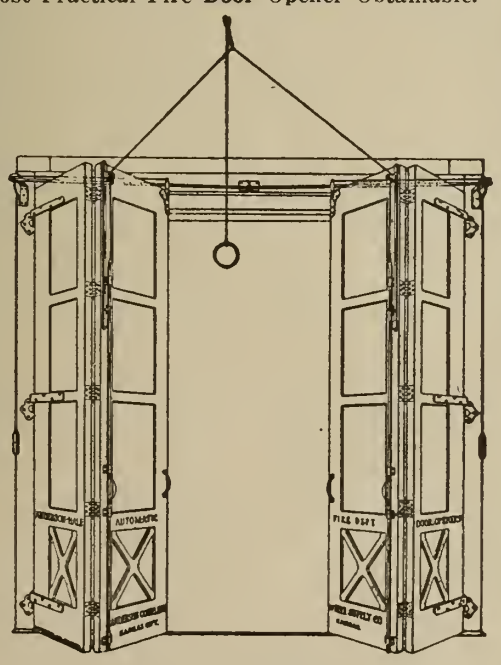

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For Six Years Instructor of the New York Fire Department Automobile School

Contains a complete technical description in firemanic language, of the 30 types of motor apparatus in use in the New York Fire Dept., with all necessary explanations and accompanied by over 100 illustrations. CONTENTS: Introductory remarks and explanation of elementary principles of the gas engine — 30 Types of Motor Apparatus in use in the N. Y. Fire Dept. — The component parts of an automobile. — The component parts of a gas engine.---American-La France Combination Apparatus.—Ahrens-Fox Gasoline Hose Wagon and Pump. —Nott Gasoline Hose Wagon and Pump. — Robinson Combination Apparatus.—American-La France Gasoline Trucks. — Christie H. & L. Truck, 85 ft. three-piece Aerial Ladder. — Combination Company Aerial Ladder (65 ft.) with Christie Front Drive. — Mack City Service Trucks. — Seagrave H. & L. Truck, Front Drive, 75 ft. — Webb Gasoline-Electric H. & L. Trucks and Webb Gasoline-Electric Couple Gear Tractors. — Regulation Equipment of all N. Y. City Fire Dept. Trucks. — Knox Gasoline Hose Wagon. — Mack Gasoline and Chemical Hose Wagon. — Mack Gasoline High Pressure and Regulation Hose Wagons. -- Tools carried on N. Y. Fire Dept. High Pressure Wagons. — Nott Gasoline Hose Wagon. — South Bend Hose Wagons. — Republic Hose Wagon. — Description of Operation of Stewart Vacuum System. — Webb Gasoline Hose Wagon. — Equipment of all N. Y. Fire Dept. Hose Wagons. — Christie Gasoline Front Wheel Tractor. — Cross Gasoline Tractor. — Garford Gasoline Tractor. —Water Towers attached to Garford Tractors. — Cadillac Gasoline Emergency Wagon. — Croce Gasoline Fuel Wagon. — Lubrication. — Lubricating Systems. — Ignition. — The Theory of the Dynamo. — Bosch Duplex Ignition System. — Principle of the Atwater Kent System. — Christensen Self-starter. — Ignition System on new type American-La France Pumping Engines and Republic Hose Wagons. — Carbic Flare Light. Mail, $2.65.

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presented a gold-plated fire badge by officials of the Worcester Firemen's Club. This was done because in the changing personnel of the fire department with the influx of young men as a result of the two-platoon system, it was feared that some night Mr. Mannix and his hot coffee might not get inside the lines which would be regretable. The club has also elected Mr. Mannix a life honorary member.

There is a possibility Boston may get for its fire department one of the wartime sub-chasers the Federal Government is now selling to seaboard cities. Mayor Peters has authorized a Washington trip for Fire Commissioner Murphy, to investigate. The department now mans fireboat Engines 31, 44 and 47, but Chief Walsh said that if a sub-chaser could be acquired on reasonable terms it would be most useful to the department.

Southern States

The city commission of Jacksonville, Fla., held a special meeting for the purpose of discussing the fire boat question. This matter has been before the city council and commission for many months. From time to time various sums have been appropriated for the purpose of purchasing a fire boat. The unexpended balance in the fund appropriated for Camp Joseph E. Johnston is to be used for this purpose. The exact amount on hand cannot be determined until the camp matter is definitely decided. The commission and a special committee from the council have had the matter up several times of late. The government has a number of tugs, Eagle boats and other vessels which can be converted into fireboats. Several of these propositions have been considered during the past several weeks. The engineer of the Southeastern Underwriters' Association has inspected and studied all data collected by the city. He has also made trips to the city to discuss the matter with officials. Councilman J. B. Callahan has been more active in this connection than any other official of the city. Some time ago the council decided to name the boat the J. B. Callahan. During the controversy there has been much discussion as to the kind of vessel to be purchased. There are advocates of both gasoline and steam vessels among the councilmen and commissioners.

For August the chief of the fire department of New Bern, N. C., reported to the State Insurance Department only $2,167.50 fire loss, but the report also showed that property worth $368,000 was involved.

Fire department officials of Galveston were reluctant to definitely commit themselves as to the origin of the disastrous waterfront fire which broke out Oct. 2nd. The fire was slowly eating its way through 15,000 bales of Mexican sisal stored in section A of pier 41. The firemen were assisted by Texas Rangers and National Guardsmen recently brought in connection with a strike of longshoremen.

"Old Man Flood" of Memphis, as he was familiarly called by his friends and fellow firemen, had served under every fire chief since 1878, when he joined under the leadership of Michael McFadden, father of the late chief, "Spike" McFadden. For the past three years Mr. Flood has been on the retired list, having earned his rest by virtue of the long and faithful service which he rendered the community in which he had lived for so many years. While responding to a false alarm a few years ago John Flood was severely scalded, and his injuries were of such a nature that he was retired, but refused to lead an inactive life and visited the sick firemen from time to time. His ability as a nurse and his cheerful disposition played their part in the recovery of many of the department members. He was an optomist and will be badly missed.

Chief Weaver, the new Nashville Chief, was born in Middle Tennessee and as a young man removed to Nashville in 1883, being employed at his trade, of a carpenter, until 1894. In that year he received his appointment to the fire department of Nashville and served as pipeman and ladderman until August, 1897. He was promoted in 1897 to the post of lieutenant and served in that capacity until 1898, when he was again promoted, this time to the post of captain. Mr. Weaver served the department in that capacity for five years and on August 28, 1903, he was made assistant chief. This position he held until his appointment as head of the department.

Various departments of the Macon, Ga., government assembled at the office of the Water Commissioners for the purpose of having a better understanding as to the use of water in the city with a view of eliminating fires as serious as the one recently on Clayton street. It was a meeting of information and resulted in an agreement to co-operate. It was agreed that the fire hydrants are not built with a view of continuous use and therefore it was recommended that they be eliminated as much as possible by street department forces in the future. Chief Jones cited instances where threads of the hydrants, to which the firemen attach hose, had become so badly worn that they were practically useless. In the downtown district there are sixteen concealed hydrants and the street department was requested to confine itself to these concealed hydrants in the future as much as possible. It was shown that there is ample pressure on the water mains for the handling of fires when engines are used, but there was not fire fighting pressure on the water mains, as a gravity system is in use. Inspectors who discovered leaking flush tanks were requested to report these conditions to the water department at once. Jesse Mitchell, chairman of the fire committee of Council, who attended the meeting, took note of the points brought out in the discussion, and said that he would remedy conditions. Chief L. Monroe Jones and several captains of the fire department attended the meeting. Mayor Toole and City Attorney Plunkett also were in attendance.

Dr. Crimmin Zeidler, of New Orleans, was summoned by the State Fire Marshal to appear at a special hearing in the investigation of the facts surrounding the burning of the doctor's home at 2816 Ursuline avenue. This was announced by Conrad Locoq, deputy fire marshal. Fire Marshal M. W. Campbell stated he was certain that the burning of Dr. Zeidler's house was the work of fire bugs and that a searching investigation of the case would be made. Bedding was found saturated with gasoline and kerosene and several bottles containing gasoline were found in the house. Dr. Zeidler was absent at the time, returning about one hour after the engines arrived. No one was in the house at the time of the fire. Dr. Zeidler told the police several suits of clothes had been stolen from the house during the fire. The fire marshal's office, however, discredits the theory that the fire was started by a thief. The Zeidler fire is the second one in a month, in the lower section of the city said by the fire marshal's office to have

been caused by incendiaries. The previous fire occurred in the grocery of James J. Thompson, St. Peters and N. Dorgenois street, where mattresses and clothing were found soaked in oil.

Middle Western States

One of the railroad companies of the middle west has a complete fire-fighting apparatus mounted on cars ready to rush to the scene of any conflagration along its line. A water supply is carried in a couple of tank cars. The pump is operated from the engine by means of a hose connection and streams can be delivered on both sides of the train, making it a formidable means of handling forest fires.

Fire Chief Dave Ahearn of Dubuque, Ia., asked to be relieved from duty on Nov. 1, in a letter received by City Manager O. E. Carr. The fire chief has been vacationing in Texas. Chief Ahearn joined the department in 1885 and has been connected with it since. Upon his entry he was made a captain and 18 years ago he was promoted to the rank of assistant chief. In October, 1917, he was appointed chief, following the death of Chief Reinfried. Chief Ahearn's record with the department has been one of exceptional merit and his resignation will leave a vacancy that will be hard to fill.

The Chicago fire department employs an emergency gasoline and oil truck for use at fires to replenish the fuel supply of motor fire engines. The truck has a hauling capacity of 510 gallons of gasoline and 65 gallons of oil.

Olaf Olson, fire fighter of Panama, has been named by Commissioner John Wright to succeed Fire Chief Sommer, of Lincoln, Neb. The appointment is subject to approval by the council. He served on the Lincoln department for three years and was a captain at station No. 2 prior to his departure in 1918 for Christobal, Canal Zone. He went there as chief of the department and was recommended for the post by Chief Sommer. The chief of the Panama department had resigned to go to war. Upon his return, Olson voluntarily retired to the ranks and became captain. His record in Panama as well as in Lincoln is said to have been excellent. Before coming to Lincoln Olson was captain for a number of years on the Omaha department. He is 46 years old and has a family.

Twenty-four young men from the Chicago high schools were appointed as deputy fire inspectors by John G. Gamber, state fire marshal of Illinois. They are entrusted with fire prevention work in their schools and with the distribution of information as to the reduction of preventable fire waste among the pupils. This work was originated under the auspices of the Chicago Association of Commerce.

Accounting showed the Joplin, Mo., firemen's relief and pension fund profited $2,228.43 through the presentation of a farce, "Up in Mabel's Room," in three performances. The profits boosted the total in the fund to $7,945.16 and relieved the managers from the necessity of public soliciting for at least a year. "Up in Mabel's Room," a regular booking, was chosen by the firemen from the complete list of the New Joplin theatre attractions for the season. When the show came to Joplin the firemen and not the theatre company were behind it. Tickets were sold over all the city and gross profits totaled $4,456.87, which was divided with the firemen by the show company.

Barney J. Houston, Cincinnati fire chief,

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Keeping our promises at all times has earned for us an enviable reputation among leading Chiefs. This, together with Quality and Service, has won for us a considerable clientele.

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Jeffersonville, Ind. — A fire engine while responding to an alarm here was struck by a train and damaged to the extent of $2,000.

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are sold direct from the factory to you. No salesmen on the road. Shipped prepaid if you send full amount in advance; or sent C.O.D. express collect if not paid in advance.

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Are heard above the din of the workshop and the rattle of the streets.

The distinctive tone penetrates a great distance, but is in no way piercing or unpleasant.

Among the four sizes there is one that exactly meets the needs of your town.

Operated in conjunction with electrical alarm installations, or by steam.

INVESTIGATE THE WORCESTER ALARM SIGNALS

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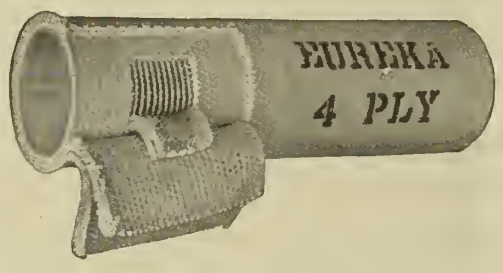
19 Hermon Street, Worcester, Mass.



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Chief: Specify
CHRISTENSEN STARTER
for all your motor apparatus
THE CHRISTENSEN ENGINEERING CO.
816 First National Bank Bldg., Milwaukee, Wis.

Annapolis, Md. — Council has been petitioned by Rescue Hose Co. for an appropriation of $6,500 to match like sum in treasury of company for purchase of new combination fire engine.

Only the DEAF FAIL to hear the SCREAM OF FIRE by
THE DENVER SIREN
Try it before you buy it
Catalogue S-11 tells how.
THE HENDRIE & BOLTHOFF M. & S. CO.
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STERLING ELECTRIC SIREN
The Alarm That Gets Action
The Best for Truck Use and General Fire Signals. Write Now for particulars.
INTERSTATE MACHINE PRODUCTS CO., Inc.
60 Allen St. Rochester, N. Y.

Massillon, Ohio — Safety Director Hickok has asked for an appropriation of $15,000 for reconstruction of the fire alarm system.

Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.
SAMUEL EASTMAN CO., Concord, N.H.
Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

injured when his auto collided with another machine on Woodburn avenue, near Burdette, was removed from General Hospital to his home. His right knee was wrenched. His chauffeur, George Guiney, was bruised. Chief Houston was going to a fire at city stables, Liberty and Linn streets. J. L. Hazard, driver of the other auto, was cited to court on a charge of reckless driving.

At the regular meeting of the Urbana, Illinois, City Council, Frank Carson appeared and made a plea for fire protection for the 35 residents north of the Big Four shops. After learning of the deplorable conditions there, the council by unanimous vote ordered the matter taken up with the Public Utility commission immediately. Mr. Carson stated the people back of the shops can no longer secure insurance on their homes and as a result the loan associations refuse to loan them money until that phase is adjusted. He saw Mr. Amsbary, who refused to do anything on account of the high cost of materials. The water company claimed it will cost $40 a home to put in water. Ald. Jacob White of the fire and water committee says the Big Four Railroad Co. is willing to do anything it can to help the people out but Mr. Amsbary is the big stumbling block. When the committee reached him it stopped. He absolutely refused to do anything.

While on the way to a fire at I and Mariposa streets, a Chicago fire engine turned over and was badly damaged. The engine, from Engine Co. 1, was being driven by Capt. J. V. Middleton. As it rounded the corner at H and Mariposa streets the engine, an old steamer, struck the car track and turned over. No one was injured.

The two-platoon system became operative in the Findlay, Ohio, fire department Nov. 2. Two shifts will work 24 hours each. Seven additions to the force were made.

After 37 years of service in the Freeport, Ill., fire department, H. T. (Hank) Lawson, who for the past five years has been assistant chief of the department, will retire and go into private life. Mr. Lawson will receive a pension for his services throughout the many years he has served and his pleasure will now be hunting and fishing. James J. Branen, captain of company No. 2, will fill the vacancy made by the retirement of Mr. Lawson and will be assigned to duty at the central station when Mr. Lawson's retirement becomes effective. Charles Groshans has been named captain of the Third Ward Engine House.

The city council of Cedar Rapids, Ia., passed a resolution directing City Treasurer Cox to create two separate funds for police and firemen's pensions, the first to be known as the pension fund and the other as the pension investment fund for the fire or police department as the case may be. All government and municipal bonds and other securities are to be placed in the second fund. All books and reports of the treasurer are to show all securities at par on maturity value.

At a mass meeting of citizens of Interior, S. D., a volunteer fire department was organized and steps were taken to secure the necessary fire-fighting equipment to make the town safe from disastrous fires. L. E. Saunders was elected chief and J. E. Calhoon assistant chief.

Clarence Haynes, fireman at No. 1 sta-

tion, Youngstown, Ohio, handed in his resignation to Chief Joseph Wallace. Failure to get salary is assigned by Mr. Haynes as his reason for resigning. Police and firemen are now three pays in arrears and the lack of money is working a hardship on many members of the two departments. Other resignations in police and fire circles are expected unless the city finds some means of paying the salaries. The emergency bonds to cover the deficit have been disposed of.

An interesting exhibition of the work done by the fire department of Newark, Ohio, was given in a public drill held by the companies in South Fourth street. A demonstration of ladder work and hose work in connection with the pumper from the central company was made on South Fourth street, after which the apparatus gave an exhibition at the Masonic Temple. Harley Bourne of headquarters and Tom Hays of the East Newark station jumped into a safety net from the third floor of the Masonic building. Both landed safely but the spectators got their thrill just the same.

Enthusiastic fire-fans who follow the fire department of Waukegan, Ill., in automobiles, doing their best to get ahead of the fire apparatus, are criticised by the fire department, and the opinion is expressed that sooner or later there is going to be a bad accident. The sound of the fire whistle, especially at night, is the signal for dozens of automobile owners to start in the direction of the supposed fire. There is a steady stream of these cars, all going at breakneck speed all the way to the fire. The trouble arises, according to firemen, when these cars jam in behind the fire apparatus so closely that it is impossible to move one of the trucks. The apparatus always goes to the house where the fire is first, then backs up to the fire hydrant, Fire Chief O'Farrel asserted. This is made difficult by the practice of jamming automobiles behind us. Some of these times there is liable to be a delay that will prove serious. These auto drivers are taking their own chances for we won't always have time to wait for them to get out of the way, and some of them may get hurt or have their cars wrecked." At a recent fire the fire apparatus had to wait five or ten minutes for the blocked street to become clear before the department could return after the fire. It has been suggested by members of the fire department that inasmuch as there is but one "call" man on the department now that it would be a good plan to discontinue blowing the fire whistle. This would be one solution of the problem. The only reason the fire whistle blows is to notify the "call" firemen that there is a fire. This served its purpose when the department was made up almost exclusively of "call" men.

Having done all that they believe possible to secure a $25 increase in salary from the City Council, members of the Des Moines, Ia., fire department propose to take the matter to the people in a special election. The men claim that certain business men "framed" on them to force the Council to rescind an ordinance which they passed granting the raise.

British Progress

Liverpool fire brigade has, states a contemporary, decided to abolish hand-operated fire escape ladders. We trust to be pardoned for calling attention to the fact that Queen Anne died quite a long time ago—even as a boy we saw the second statue to her deceased majesty mounted outside St. Paul's Cathedral.—Fire, London, England.

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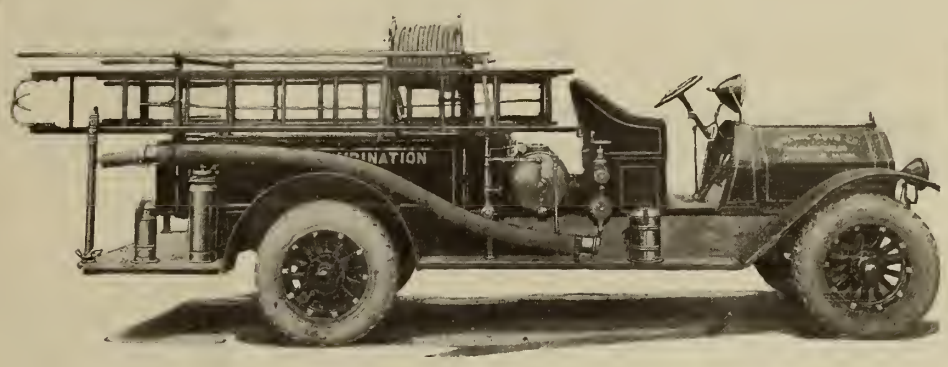
SIX CYLINDER MOTOR FIRE TRUCKS

Model No. 5. CHEMICAL AND HOSE COMBINATION

Model No. 6. TRIPLE COMBINATION 350-500 Gal. Pump

MAXIMUM VALUE MINIMUM PRICE



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It will travel over any roads, and will carry 1000 feet of hose and 12 men in addition to the regular equipment.

The pump will draft water from a reservoir or take it from a hydrant and will deliver 350 gallons per minute, at high pressure.

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LATEST IMPROVED U. S. TYPE GAS MASKS

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Princess Anne, Md. — Raising money for new fire-fighting apparatus.

Belle Vernon, Pa. — Fire department is endeavoring to raise money for fire truck.

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16 oz. All Wool Cloth
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MOTOR PROPELLED — GASOLINE — CHEMICAL

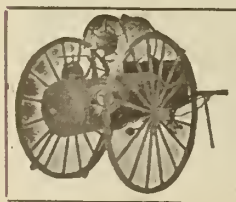
Fire Engines

Hose Carts, Fire Hose, Fire Hydrants

All of proved efficiency.

Waterous Fire Engine Co.
St. Paul, Minn.

De Witt, Mich. — The council voted to build a new fire station. William F. Krass, the newly elected chief, was appointed a committee to make recommendations concerning a fire alarm system.



"Deluge" Chemical Fire Engines are simple, strong and reliable. The best for fire fighting efficiency. Write for full information regarding No. 50.

THE PROSPECT MFG. CO.
Prospect, Ohio

Some Gloomy Prophets

In the midst of much talk of troubles, present and potential, it is reassuring to read of ills which show a tendency to decrease. Americans have been told that because of their mad pursuit of the Almighty Dollar in the marts of trade and the centres of manufacturing industry they were running the risk of starvation as the result of reduced acreage and lack of labor on the farms.

Prophets of calamity have gone to the forests for material and have filled myriad pages, made from many tons of wood pulp, with descriptions of the wanton way in which the land was being denuded of trees, bringing the prospect of dwindling streams and great areas as sterile as many in deforested China. Every natural resource of the country has been the subject of comment by persons convinced that it was being endangered by the carelessness and extravagance of the people.

All these worthy, albeit depressing persons, it must be confessed, have grounds for their fears. They are doing a commendable work in centring attention upon some very real problems.

So, perhaps, are other distressful commentators on the trend of affairs. These others are not concerned with such material matters as the food supply and the preservation of wooded areas. They are, instead, perturbed over the state of their fellow citizens in mind and body.

They fix troubled eyes on columns of figures showing the percentage of illiteracy in the United States, the number of insane persons in asylums, the growing proportion of the number of divorces to the number of marriages, and many other matters statistically presented in which they see reason for worry as to the future well-being of the race.

But there is hope. There is ground for believing that the American people are conquering one of their worse habits, and if they can get the better of one of their bad habits, what is to prevent the extirpation of them all and the cure or accompanying ills?

For years some of the most cheerless of the observers of the course of affairs have been those who took as their specialty the reckless abandon with which the American people burned up their goods and chattels, and the buildings in which they were stored.

It is needless here to recall the fearsome fashion in which the horrors of the fire hazard were sometimes spread before the reading public. But it appears to have been a case in which the end justified the means. There are evidences that there is less of hazard in the fire hazard than there was. — Boston Transcript.

50-Year-Old Horse

Famous old Jack, the 46-year-old horse, died last night. The story of old Jack has been followed with interest by people way to the California coast ever since his pensioning last spring to the Pine Ridge Home for Rest for Animals.

After a day spent in pasture, where he roamed about and cropped at will with Teddy, a horse whom he chose from his first day at the Rest Home as his especial pal, Jack retired to his stall last night, where suddenly and without pain he collapsed from heart failure.

Almost a half century of faithful service, often of a sort too arduous for him, had old Jack to his credit. To the end he held his head erect, his tail arched and his ears cocked. Raised in an Iowa town he was brought to Boston and purchased by the fire department about 44 years ago. High strung and excitable by nature, he used to rush out when the fire bell rang, so eager for his work that he would try to pull the heavy engine alone.—Boston Post.

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The Fabrics used are the highest standard of quality, absolutely all wool. Prices are lower than other Manufacturers will quote if based on the superior Outfits we make.

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Everything for the
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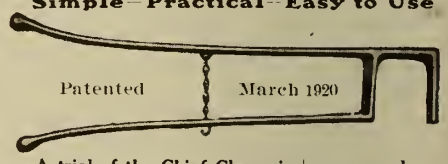

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Derry, Pa. — New fire house and equipment requested by fire company.

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"THE RIGHT WAY"

FIRE TRUCKS

BROCKWAY MOTOR APPARATUS CO.
CORTLAND, N. Y.
American-LaFrance Fire Engine Co., Inc.
Sole distributors for United States and Canada

Dangerous Chimneys

The recent disastrous fire in Pine Bluff, Ark., which destroyed several frame dwelling houses, had its origin in a defective chimney. Unnoticed, the chimney had developed an opening near the roof, through which sparks ignited the shingles.

A large proportion of the fires which cause so much damage in the United States originate in this manner. Indeed, insurance men declare that imperfect and neglected flues cause most of the fires on which they receive reports.

This is the season when the starting of fires in stoves and furnaces unused during the summer months discloses in numerous roof blazes, the extent of chimney neglect. Every fire department in the country expects to be kept busy during the early frosty days that mark the starting of heating plants.

Fire prevention programs enjoin examination of chimneys before the opening of the winter system. If their advice is followed, every chimney which shows signs of deterioration will be rebuilt or repointed before the weather gets cold and heavy fires are built.—Springfield, Ill., Journal.

When the Whistle Blows

Do not ask central for the location of a fire when the fire whistle blows. It will do you no good to ask for the reason that central will not tell you. So you might just as well not ask.

There is a reason for this. You must remember there are something like 2,600 phones on the city board. If only half of the people asked for the location of the fire, it would be a big task for the operators.

But more than half of the patrons have been asking for this information and it has been ascertained that every fire alarm resulted in thirty minutes being taken to give the location. The management did the only thing that could be done under the circumstances and notified the operators not to give the location of fires.

So the next time the whistle blows and you ask where the fire is, do not get peeved if the operator does not tell you, for she will not tell you and she will be following instructions when she does. It is to make the service better that the ruling was put into effect.—Newton, Ia., News.

Boston Enterprise

Fire Commissioner John R. Murphy of Boston has announced in a general order the establishment of libraries in forty-nine of the city fire stations.

The books are intended to give the firemen an opportunity to study the science of fire fighting, the handling of the automobile apparatus and similar subjects during spare time off duty in the engine houses.

Contemplated Improvements

Urbana, Ohio — The equipment which serves for this city and Champaign is not considered sufficient, although a pumper has been added. The fire alarm system is pronounced inadequate.

Columbus, Ohio — Opha Moore, clerk of the council, will sell bonds for purchase of $118,000 of fire department apparatus. The proceeds are to pay the cost of additional motor driven apparatus.

North Java, N. Y. — Preparations are being made for fire protection and the necessary equipment will soon be purchased.

Canton, Ohio — Improvements to cost $35,000 will be made to fire and police alarm systems.

Putnam, Conn. — Citizens will vote on appropriating $9,500 for new motor driven ladder truck.

Larkin Shut-Off Nozzles

More Than 10,000 in Service Giving Satisfaction in 2,000 Fire Departments

They're Best That's Why

Any nozzle that allows water to escape from the hose, is often considered "good enough." Larkin Nozzles are properly constructed. They're made of the best possible material and are tested to 250 pounds pressure before leaving the factory. Easy to keep tight because of their correct construction. They will positively give an efficient stream until entirely worn out.

Buy Larkin Nozzles and specify them on new apparatus. You will receive Shut-off nozzles that are known and guaranteed to be the most efficient and best constructed nozzles made.

Let Larkin Nozzles solve your nozzle troubles. Send for descriptive circular.

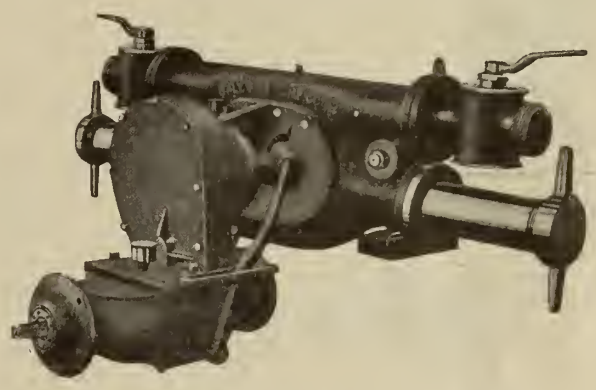
LARKIN MFG. CO.
DAYTON OHIO
Fire Dept Supplies of Every Description

HALE ROTARY FIRE PUMPS

Capacities based on *Actual Tests* and not on theoretical calculations.

Sizes from 100 to 600 gallons per minute.

All HALE PUMPS can be equipped with the



HALE AUTOMATIC RELIEF VALVE

which operates positively at any pressure without adjustment. Opens quickly - Closes slowly and permits shutting off of discharge without danger to pump or motor.

Peter Pirsch & Sons Co. Kenosha, Wis. Distributors West of Buffalo

HALE FIRE PUMP CO.
CONSHOHOCKEN, PA.

The Bickle Fire Eng. Co. Woodstock, Ontario, Canada Agents for Canada

"ANDERSON" Couplings are Best They are quick acting, can be coupled or uncoupled in one second without requiring wrench key or spanner. Will not leak under any pressure and will not freeze in the coldest weather.
They Save Time When Time Counts
G. A. ANDERSON MFG. CO.
Bush and Russell Sts. Baltimore, Md

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UNION MADE
P. GOLDMANN, Inc.
Introducers of Non-Breakable Visor
Southern Office: 521 Godchaux Bldg New Orleans, La.
60 UNIVERSITY PLACE Phone, Stuyvesant 5093 NEW YORK

Marietta, Pa. — As present fire alarm system is inadequate, plans being considered for establishing an up-to-date system.

Mercer, Pa.—Fund being raised by East End Volunteer Department for new hose truck.

THE BROWDER LIFE-SAVING NET
FIRE CHIEF FANCHER SAYS: "We have purchased three Browder Life Saving Machines and I consider them the best I have seen."
RUFUS R. FANCHER, Chief, Fire Dept., New Haven, Conn.
No fire equipment is complete without a Browder Net. Write for Free Illustrated Booklet.
THE CORY-PATTERSON CO., 802 Jeff St., Greenfield, Ohio

SPEED WITH SAFETY is possible if your apparatus is equipped with
Dayton Airless Tires
Write for interesting booklet which tells of all types of fire apparatus tires.
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Nickel -	$0.75	Gold Plate -	$1.13
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All qualities except nickel are subject to the 5 per cent war tax. There is no tax on nickel.

THE C. G. BRAXMAR CO.
Manufacturers of Badges of Every Description.
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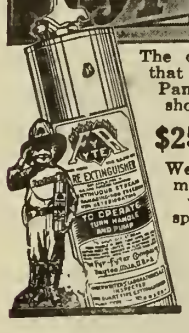
Fyr-Fyter NEVER FAILS



The only one-quart extinguisher that has the advantages of being Panic-Proof, easy to aim and shoots continuous stream.

$25 to $50 a Week

We offer a proposition to firemen that will add $25 to $50 week to your income for your spare time. Write for details.

THE FYR FYTER CO.
Dayton, Ohio, U. S. A.

CHIEF: YOUR TOWN WANTS THIS APPARATUS

Built according to your Specifications.
Get Catalog.

THE OBENCHAIN-BOYER CO.
LOGANSPORT, INDIANA

Ridabock & Co.

Fire Department Uniforms, Caps, Banners, Etc.
149-151 West 36th Street NEW YORK

Bay Shore, L. I., N. Y. — The following appropriations passed at election: $500 for new hose, $1,500 for maintenance and contingent fund, and $10,000 for engine and pump.

FIREMEN'S COMPANION AND OFFICERS' HANDBOOK

Fourth edition, enlarged. For instruction and reference in all matters relating to the organization or management of Fire Companies. It embraces Parade Tactics, Drill and Ceremonies, Fire Rules and Drill, Tournament Rules, Parliamentary Rules, Department Ordinances, Forms etc., etc. Convenient for pocket use. Price postpaid, 90 cts. With drill chart, $1.00.

FIRE SERVICE, 225 FIFTH AVENUE, N. Y.

EXPLAINED TO CITIZENS

An Attractive Summary Put Out by Firemen of Gloucester, Mass.

The firemen of Gloucester, Mass., got out some good literature about their two-platoon campaign, among which was the following advertisement inserted in the local papers:

Two-platoons has the indorsement of Gov. Coolidge and of the following: The Chief and Board of Engineers of this city, the clergy, of all organized labor, Mass. Permanent Firemen's Association, Mass. State Firemen's Association, the Mass. Fire Chief's Club.

The two-platoon system has been a decided success in the following cities and towns: Lynn, Fall River, Salem, Taunton, Lawrence, Lowell, Revere, Somerville, Chelsea, Cambridge, Quincy, Pittsfield, Attleboro, Easthampton, Springfield, Watertown, Framingham, Haverhill, New Bedford, Fitchburg, Brookline, Everett, Methuen, Worcester, Holyoke, Milton, Peabody, Arlington, Chicopee, Hudson, Leominster, Brockton, West Springfield.

Fire service experts long connected with the service, who know all its systems, qualifications and necessities, claim that the two-platoon is now the only system which can provide a full force in stations at all times so that the apparatus can reach fires and be put to work in the quickest time possible and keep the fire loss at the lowest minimum possible.

They say it is the only system on which absolute dependence can be placed to provide the best fire protection possible at all times. Fire apparatus is never over manned but is frequently under manned, especially at meals hours, days off, under the old continuous service system. This is wholly eliminated under the two-platoon system.

Realizing that the burden of the taxpayer is already very heavy we feel that the fair-minded citizen will weigh the matter carefully and find that the increased efficiency of the department and the privileges enjoyed by the men under the present system which are denied them will render the actual cost almost negligible.

But there is another side to this question that is far more deserving of consideration than the item of expense; it concerns the fireman as a human being and a municipal servant, entitled to proper recognition and a square deal. The fireman as he is seen in his leisure moments at the station house may seem to lead a somewhat easy existence, particularly from the standpoint of the man who toils in the mills or factories eight or nine hours a day, but there is a dull monotony about his idle hours that is exceedingly wearing. He may not respond to an alarm today or tomorrow, but his time is not his own, and he is denied those privileges that make the life of every other wage earner worth the living.

When you consider the fact that men in all walks of life have improved their living and working conditions and are still continuing to do so, is it not reasonable to suppose that the fireman who has stood with unbelievable fortitude and hopeful patience awaiting the change that would bring relief, till now more than fifty years since the organization of paid fire departments he has risen up not in defiance of the majestic laws of the state, but in humble recognition of that supreme authority, and asks that the people consider the justification of the two-platoon system.

To the women who are leaving their homes for the first time to have their say in governmental affairs, the two-platoon system will have a successful appeal, for none know better than they how homes are made brighter and little children happier by the presence of father. Nothing can destroy their conviction that men who work must have proper time to devote to the home and that is what the two-platoon plan will give to the firemen.

It is a fact beyond dispute that the father's presence in the family circle is indispensable to the proper up-bringing of his children. It is natural place. In yearning for association with those he loves he is obeying the voice of conscience, of nature. Good example is the duty not alone of the mother, but of the father as well. Correction and paternal advice are requisites in the rearing of children that none will deny.

Convention Expenses

The executive board of the firemen's union voted yesterday to call a special meeting of the union to consider a report prepared by Capt. J. J. Manion, president of the union, on a convention fund raised by the sale of advertising in the program for the firemen's convention held here last month.

There was considerable discussion of the delay in making a report at the monthly meeting of the union. Capt. Manion, who is treasurer of the fund, made a partial report on the last day of the meeting. He was to have made a full report to the executive board yesterday.

Capt. Manion said that the delay was caused by slowness of the solicitors, Dr. L. E. Lehmberg and Henry Hoffman, in turning over collections, and by the fact that he has been on a vacation for two weeks. Yesterday morning he had received $18,787.35, which included about $700 donated and from which the solicitors' commission must be subtracted. Some additional collections are to be turned in.

Under the contract the solicitors were to make the collections and turn the money over to the union. They were to receive 40 per cent of the collections under $10,000, and 90 per cent of all over that amount. For money not paid for advertising space, but contributed, they were to receive 20 per cent. They gave bond to turn over to the union a minimum of $5,000, free of commissions.

The total cost of the convention was approximately $5,500. The union, according to the terms of the contract, will receive about $7,368.73 of the $18,787.35 already collected, and the solicitors will receive about $11,419.61. The amount left after paying convention expenses will be put in the union treasury.—St. Louis Post-Dispatch.

Limiting Speed

Breakneck speed on the part of fire apparatus in answering calls is a thing of the past in Cleveland, under an order issued by Fire Chief George Wallace.

"All fire apparatus will confine its speed to 25 miles an hour in going to fires and to 15 miles an hour in returning to quarters," is the substance of the chief's order.

The order is in line with similar action taken in some of the more crowded cities of the country and is expected to aid in saving life, in cutting down expense due to wear and tear, and in solving the congestion problem. — Chicago Tribune.

Baldwin, N. Y. — Association making drive for funds to aid fire department.

FIRE SERVICE

MIGHT HAVE BURNT LONDON

British Capitol Was in Great Danger from the English Artillery

The truth about fires and other "atrocities" committed by the Germans through air raids on London during the war, is beginning to come out.

It seems that much of the damage was done by the British themselves. In a panic, they fired at clouds supposing them to be Zeppelins, and the explosive shells came down and started fires which proved how heartless the Germans were.

The latest issue of The Fireman, published in London, says:

"Sir Sampson Sladen, Chief Officer of the London Fire Brigade from 1909 to 1918, revealed a secret of the war at the annual dinner of the Optimists' Club, formed of men of the London Volunteer Rifles. One night in the autumn of 1917 he heard from the observation posts that enemy aeroplanes were coming down in flames. There were numerous fires, and one occurred at the Mansion House. 'Next afternoon I went to the Mansion House and found that an incendiary shell had come down red-hot. I took a little bit of it to military headquarters, and received little sympathy. I was told these shells had been fired by a hundred and umpteen of our own guns. After making further representations and waiting for a considerable time, I was told orders were given that no more were to be fired. It may, perhaps, be a surprise to you that at one time, so far as fire was concerned, we were in great danger from our own forces.'"

COLORADO STATE-WIDE PLATOONS

The People Endorse a Mandatory Law By Majority of Over 25,000

The people of the entire state of Colorado on Nov. 2 voted on the two-platoon question—whether it should be made compulsory for every paid fire department within the state—and they voted in the affirmative by a majority of over 25,000.

This is one of the few cases in which platoons have formed the subject of a state election (although federal issues were voted on, including the Presidency, at the same time).

Previously when two-platoons have been made mandatory in states, such as recently in Louisiana, Ohio, Indiana, Oklahoma, Pennsylvania and elsewhere, the Legislature has acted without consulting the people and has passed the law on its own initiative, well knowing from municipal elections all over the country what public sentiment is on that subject.

In Colorado, however, the people of the state themselves have been consulted and have been allowed to vote on the question of whether or not two-platoons should be made compulsory on every fire department, with the result that their decision confirms the action of Legislatures elsewhere, by showing that the people everywhere are in favor of this reform.

A state-wide law was passed in Massachusetts and signed by Gov. Coolidge, now Vice-President-elect of the United States, approving of the principle of two-platoons but permitting cities to vote on it separately when 10 per cent of the registered vote is so required. It was under this law that 36 cities of Massachusetts held elections and endorsed the new scientific system of fire department organization, which is now in operation there in all of them except in the cities of that state which came over at the late election.

The Colorado election is also significant and important in showing how this issue triumphs when the facts are properly laid before the public. The campaign conducted by the Colorado State Firemen's Association was an educational campaign in which literature was widely distributed, all the editors of the state kept fully informed of the winning arguments elsewhere, priests and ministers enlisted in the good cause, jurists approached for signed statements, and information derived from Fire Service extensively used.

At the state convention held at Englewood and Littleton a paper on the subject by the Editor of Fire Service was read, and this was given wide circulation, as well as being published in our columns.

The papers all over Colorado gave active assistance to the cause, using the literature sent them by the Colorado State Firemen's Association.

Thus the people of Colorado, as election day approached, knew what they were going to vote about. They were aware of the iniquities of the infamous Continuous Service system as exposed in our columns. They were not deceived by lying Chambers of Commerce intent on making a few more dollars at the expense of the firemen, as was the case in Boston. They saw through the whole game of the Fire Insurance Trust.

And when the votes were counted it showed that Colorado is progressive and constructive as well as intelligent, that it marches with the times, that it has nothing in common in this respect with "the effete East" but is truly Western in spirit. Platoons are the sign of Life, and Continuous Service the sign of Death nowadays in the fire service, and it is principally in the Eastern states that paralysis of enterprise is showing in municipalities when the reform of their fire departments is concerned.

Over a dozen cities, including Denver with 250,000 population, will be added to the two-platoon list (now well over 400) by the election in Colorado, whose example, following so closely upon the heels of Louisiana, will have a marked effect on mandatory state-wide two-platoon bills to be discussed in many a Legislature during the present winter.

We received the following letter:

Colorado State Firemen's Association,
Denver, Colo., Nov. 8, 1920.

Fire Service,
New York.

Dear Sirs — Unofficial returns from over 1,100 precincts out of 1,400 place the majority for Amendment No. 1, which provided for the two-platoon system, as 25,652. This applies to all paid departments in this state.

Official returns will not be obtained until after the 26th, at which time we will be glad to send you the correct figures.

Very truly yours,
J. F. McCormack, Secy.

The following editorial from the Record of Canon City, Colo., October 19, shows how papers throughout the state supported the firemen:

"Firemen throughout the state and others interested in the efficiency of their work are giving their united support to amendment No. 1, which is designed to regulate the hours of employment of firemen in Colorado. The amendment will appear on the ballot at the general elections and justice to the men who keep watch and ward over property to prevent its destruction from fire should inspire its adoption at the polls. The measure is a good one and should be boosted and encouraged by all who believe in equity and fair play.

"Colorado Springs, Pueblo, Trinidad and Canon City are the only communities in the state where the two-platoon, or 12-hour system, is maintained for employes. In all other fire departments in the state the men are on duty from 16 to 24 hours a day. Amendment No. 1 will put them all on a preferential basis.

"Justice to these men should prompt a hearty support of the amendment. Let's help them get a 12-hour day. Below is given some of the reasons why the measure should receive a vote of approval:

"It has been demonstrated by 365 cities in the United States that it gives a more efficient, healthful and harmonious department.

"It gives a 12-hour service to the cities which is just and equitable as under the present conditions firemen are working hours that no other people on earth are working.

"In case of emergency it gives the city two complete fire departments to call on.

"It gives the firemen the privilege of attending religious, fraternal and social functions which you and others are now enjoying, and which they do not enjoy under present conditions.

"It allows a fireman to be at home some period of the 24 hours of the day in case of sickness or some other emergency arising pertaining to his family."

The Colorado cities which will be affected by the new law are as follows:

Boulder, Colorado Springs, Durango, Denver, Canon City, Fort Collins, Grand Junction, Glenwood Springs, Greeley, Loveland, Cripple Creek, Pueblo, Trinidad, Victor, Salida, Longmont, Sterling, Leadville, Telluride.

Portsmouth, Ohio — Purchase of new fire engine is being considered.

Mossbank, Sask. — Will spend $2,000 for fire protection.

BOOKS FOR FIREMEN

How Example of Boston Might Be Followed in Other Cities

Fire Commissioner Murphy of Boston has directed the establishment of libraries in 49 fire stations in that city. The books are intended to give an opportunity to study the science of fire fighting, the handling of automobile apparatus and similar subjects during spare time off duty in the engine houses.

There is a suggestion in this for the authorities of other cities. Excellent results should be the outcome of the limited enterprise undertaken in Boston.

The men who desire to learn more about their business would appreciate the chance which these book shelves offer. It is even conceivable that the fire department heads might require some reading along the lines proposed and ask that this technical information be the subject of examination for promotion. The men certainly have time for it, and it ought to be a welcome diversion.

But the library extension effort could profitably be enlarged to include so-called traveling bookshelves of good literature—books of travel, history, science and fiction.

The firemen can now secure the benefit that comes from good reading by getting such books out of the main libraries, but no great outlay would be needed to arrange an exchange of books among the engine houses so that the man who had not formed the habit of reading would be encouraged to acquire it by finding the books right at his elbow. In this and similar instances opportunity would be afforded the library management to extend the influence of the institution more broadly than it has been accustomed to do, in this city, at least.

It is one of the means for taking the library to the people, rather than requiring them under all circumstances to go to the library if they want books to read. The experiment undertaken in Boston could profitably be modified and adopted here, and it is recommended to the Fire Commission for consideration.—Fall River Herald.

THE DANGEOUS MEAL HOUR

At Times There are Only Two or Three Men to Each Piece of Apparatus at Decatur

The Review of Decatur, Ill., November 9 said:

Petitions were put in circulation last Saturday asking the city council to pass an ordinance or submit to a vote of the people the proposition of giving the city fire department a two-platoon system, such as has been adopted in nearly all of the towns of this size and larger around Decatur. Those circulating the petitions were getting signers easily and expected to soon have the required number.

The hope of the firemen is for a system calling for twenty-four hours on and twenty-four hours off duty. Under the plan worked out, the department can have this system without the addition of a single man to the department or any additional expense.

The department, including the chief, in normal times includes forty-two men and it is said that this system will really work to the advantage of the city at just the same cost as the department now is.

The reason for this is that the thirty-six hour rest period, that the men now get each week, will be done away with, and also the going home to meals, and a man will be on duty for twenty-four hours without leaving the house excepting in case of fire alarm.

As it is now, with the men getting the thirty-six hours off each week, there is probably not a day in the week that there isn't from ten to fourteen men off duty in the four houses.

Also, at meal periods, there are about ten men off during each of the three periods of the three meal hours. This means that during nine hours on certain days, there are only about twenty men on duty in the four houses.

At times during the meal hours on certain days, there is only two or three men to man a single piece of apparatus. Under the new plan, there would be practically a full crew at all hours.

GRAFT IN FIRE BUSINESS

What the New York Times Has to Say About Bribery and Corruption

The New York Times may have been impressed by the assertion of Fire and Water Engineering that the fire business is saturated with graft and bribery, in which officials, including Fire Chiefs, as well as the manufacturers of apparatus, participate, for it published the following editorial on November 13:

It is not time for the establishment in this country — and in others, too, but never mind the others for the moment — of a league of people, bound by oath or by solemn affirmation, in no circumstances, and for no purpose to bribe anybody, to pay blackmail to anybody or to give any secret commission of any kind to anybody.

Of course, the joining of such a league would be a good deal like making a public promise not to steal — would be just like it, in fact — and therefore would involve something of humiliation for every member.

But humiliation is the fate of all of us just now, when the revelations of widespread dishonesty and cowardice are coming so fast, and there might be certain advantages in having the humiliation public instead of private and concealed.

At any rate, this league, if large enough, would have for its first and very desirable effect that of diverting some of the anger and horror at present directed at the takers of bribes and the leviers of blackmail and turning it on those, at least equally guilty, who have given the one and yielded the other.

Thus would fully half of that anger and horror be better employed than it is now, for it is unquestionable that never in all the course of human history was one bribe given except to secure an unfair advantage or a fair advantage for less than it was worth, and never was blackmail paid except to cover up criminality or weakness.

Honesty and courage in combination are a complete protection against all the kinds of vicious extortion and exploitation which the assorted investigators are bringing to light. And it is brought to light so easily whenever the task is undertaken by somebody who isn't afraid of possible consequences to his property or his schemes, and so safely by anybody who dares to risk the futile animosity of stupid little villains.

Besides putting condemnation where it belongs in equable division, instead of heaping it all on the less guilty, the league just proposed, if its membership grew to include even a sizable minority of our population, would put an almost instant end to evils that have come to be a national disgrace. Bribe-taking is created by bribe-giving, and blackmail is levied because there are those who will pay it.

And, of course, the members of the proposed league not only would refrain from sin themselves — they would discourage it in others, and, in case of need, would take more vigorous measures to prevent it.

For instance, they would make clear to a friend who exultingly told a story of successful smuggling on his or her last trip from Europe just what they thought of that particular crime, especially when, as is usually the case, it is accompanied by the corruption of a Custom House underling. There rarely would be need for the leaguers to be informers or detectives, but they would frown sternly on getting a telephone ahead of other people in equal need of the service by "slipping" a ten-dollar bill to a company employe, minor but efficient ad hoc.

Examples could be multiplied almost without end, for it is much more nearly the truth that we are a nation of bribers than one of bribe-takers. We have been demoralized by our weak tolerance of the tipping system, an evil almost unknown here within the memory of people still very much alike, but now nearly universal.

From the giving of a tip to the giving of a bribe the step is short, easy and almost inevitable, and from the taking of tips to that of levying blackmail the step is even shorter and easier.

Firemen in 30 Days

When Fire Commissioner Murphy says that it would take away most of his most important powers of discipline, he surely got off a new one against the two-platoon system. He also says that if the city of Boston should adopt the two-platoon system, there would be one-fourth of the men that would have no knowledge of fire fighting. In this regard it might be said that any man who passes through the school of Capt. Mahoney, the drill master of the Boston fire department, in a class that stays for 30 days and is not fit to fight fires in the city of Boston, then, all I have to say is that he never will make a fireman. — Lynn, Mass., News.

Philadelphia, Pa. — Investigating committee for fire department recommends expenditure of $500,000 for new apparatus.

Whitestone, N. Y. — Additional fire alarm boxes needed.

DENOUNCE BOSTEN LIARS

Resolutions Passed by Russell Club Expose Some Falsehoods

The members of the Russell Fire Club, composed of privates in the Boston Fire Department, voted unanimously on Nov. 10 to send out a demand that the people who opposed the granting of the two-platoon system to the firemen, on the ground that they worked on their days off, give what information they based these charges on to Fire Commissioner Murphy, so the guilty men can be punished.

This vote was taken following the report of the officers of the club, that an investigation was made after the charges were printed in the newspapers, and not a single member of the Fire Department was found to be working on his day off, for hire.

Not a single case of a fireman so working, since the war was found. The war was for a big lumber company, which was furnishing lumber for war work, and the men answered the pleas of the management of this company to be patriotic when men could not be hired and help get the big naval stations under construction ready for service.

The demand for the evidence against the men working, as mentioned during the campaign, will be sent to the Boston Chamber of Commerce, Massachusetts Real Estate Exchange, Good Government Associations, which requested a "no" vote on the two-platoon question.

"The firemen of the city of Boston are extremely grateful to the 59,000 voters who favored the two-platoon system. The firemen feel that if the question was put in the proper light before the voters that opposed the system success would have attended their efforts. The firemen want to resent the false and malicious accusation in the recent campaign that they are working on their days off against an explicit rule of the department which prevents this," says a statement issued by President Daniel J. Looney.

According to a committee appointed to investigate the charges, soon after they appeared in some of the newspapers, not a single fireman of the Boston department was found to be working for wages on his day off.

It was reported further that there was not one case where a fireman was found to be working for wages on his day off since the war.

Members of the Boston fire department, under one of the existing rules, are forbidden to accept outside employment on their days off, or during vacation periods. The men themselves want this rule lived up to, as they take the position that a man so acting is taking the bread and butter from men without permanent positions who need such work.

USED ENGINE HOUSE AS CLUB

Wealthy Roysterers Made It Their Private Garage and Place for Nightly Revelry

The New York Evening World, November 16, said:

New York's bon ton fire company, Engine 65 in West 43d street, the rendezvous of more millionaire fire fans that could be gathered in any other one place, is under investigation by Commissioner of Accounts David Hirshfield, and all because William Samet, an engineer who was recently transferred from those palatial quarters to the less pretentious Engine Co. 17 in Ludlow street, has made a complaint to the Mayor and the latter has passed the task along to the Commissioner. What it is all about, Mr. Hirshfield told an Evening World man, he is trying to find out for himself.

In fire circles, the recent episodes in 65 Engine are history. It seems that in May last Samet, the engineer, flung one of the millionaire "buffs" off the back of the big gasoline fire engine as the apparatus was rolling out to a blaze.

Such conduct, it is said, is lese majeste in the eyes of Capt. Howard Rusch, the Beau Brummel fire officer of the department, and he, according to the testimony given at the trial of Engineer Samet, ordered the latter to "handle with care" and "use no hooks" on "buffs" who chase blazes out 65's house.

The "buff" thus humiliated was a member of the Racquet and Tennis Club, as were most of the rich "buffs" from the club district nearby, and his feelings were soothed when Samet was relegated to the hose wagon behind, instead of on the fire engine in front, where he properly belonged.

Then there came a fire one day in the cellar of the Grand Central Terminal. Samet at the pumping engine was caught without water when water was required, with the result that 65 was sent away from the fire in disgrace, while another company under the command of Deputy Chief Ross extinguished the blaze.

Samet faced a charge of neglect of duty, on top of which came a letter to the Fire Commissioner, making allegations affecting the conduct of the engine house and the captain.

The trial of the engineer was a double header, for while the charges were being investigated he said, it is said, that his Captain was a liar and Capt. Rusch, as the firemen put it, "plastered another complaint" on him charging disrespect.

In October the trial was held, and Samet sought to justify himself by saying the fire plug showed water on the trial test, but failed to produce water when turned on full to fight the flames. As to calling his superior officer a liar, he said he could prove all the things the letter to the Commissioner had charged against Captain Rusch.

The testimony at the trial showed that 65 Engine was virtually a private garage for the racing cars of the "buffs," that the latter slept in the fire house at will, and that the "buffs" engaged in boisterous brawls in the Captain's office while the firemen in the dormitory were trying to sleep.

Then again, Samet charged that the Captain gave away gasoline and the latter asserted he only loaned a gallon, which gallon was duly returned to the fire house and a record of it made.

The upshot of it all was that Samet was exonerated on the charge of failing to supply water, but on the charge of disrespect he was fined five days' pay and transferred to the lower east side.

Capt. Rusch was also transferred in the midst of a regular monthly batch of transfers, to Engine Co. 39, in East 67th street.

One fireman who was a witness for the engineer was also transferred and one or two other firemen there sought successfully to get out of the danger zone to other quarters.

Now Samet wants redress from the Mayor. He complains that his efforts to prefer charges against Capt. Rusch were frustrated by superior officers.

The Eight-Hour Day

International Association of Fire Fighters, Local Union No. 93, City of Cleveland, Ohio, November 13, 1920.

Fire Service,
New York.

Gentlemen — The issue of Fire Service of November 6th to hand.

The article therein entitled "Credit for Platoons," including letter written by Frederick H. Cowles, proved very interesting and deserves praise.

However, as one who is working in the fire department under the three-platoon system, I cannot read the ending of Mr. Cowles' letter without disagreement. When he states the eight hours for city fire departments is impossible at present, this is not so. The eight-hour shift has been adopted and is operating satisfactorily in various cities. It is there for those who go after it.

Also wish to make a suggestion in regard to your article "Another Claimant." You state that an invention which is allowed to be dormant might as well never have been made at all. I would not claim the eight-hour day an invention, but a great innovation comparing it to the old Continuous Duty system, and without a doubt it has proved to be a wonderful help to advance the two-platoon or shorter working hours in many instances. The St. Louis department, being one example, will prove this as per statement in Fire Service October 23, 1920.

Please do not consider these suggestions as egotistical but as from one who is enjoying the three-platoon and it is my earnest desire that all departments be benefited through its operation. Therefor, let its establishment be spoken of broadcast (not lie dormant).

For the benefit of the readers of Fire Service, I would appreciate the publication of this letter and oblige.

Respectfully,
C. A. Urbanowicz,
President Local No. 93.

Surprising An Editor

Like many another editor, the editor of the Review of Decatur, Ill., appears never to have heard of two-platoons until the firemen of that city presented a petition for the installation of that system in the fire department of their city. He says:

"There is mention of a platoon system for firemen that is to be presented to the council for consideration, that is to be made an ordinance, or in the event this is not done then to submit the matter in a referendum.

"It seems to relate to a change in the hours of duty for firemen; it is said to be adopted in many other places. We are told it will get as good service as we now have, and is more satisfactory to firemen.

"If the platoon system is all these things why can't it be given a trial without either an ordinance or a referendum?"

FIRE SERVICE

Issued every Saturday in the Interests of Fire Fighters by

FRANK K. KAUFFMAN
at 225 Fifth Avenue - - New York

FIRE SERVICE is the only national weekly in America devoted exclusively to the Fire Service.

Circulation Examined and GUARANTEED by the Audit Bureau of Circulations.

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Amazing "Firemen"

That is a remarkable illustration of laxity and disorganization in the New York fire department shown by the trial of Fireman William Samet as reported in the New York Evening World, whose account is reproduced elsewhere in this issue.

Certain engine houses, it appears, are being used as night clubs and places of convivial meeting by rich men who keep their automobiles there, sleep there and even go out on the apparatus to fires although these individuals have no connection whatever with the fire department, and, not being public employees brought in under Civil Service, are in no way subject to discipline.

Discipline, indeed, seems to be disrupted rather than promoted by their presence, for it was testified at the trial that their nightly brawls and roystering in Engine House No. 65 prevented the regular firemen from sleeping. Likewise a fight seems to have occurred between one of them and Fireman Samet upon an engine going to a fire.

What right have these men in an engine house? None whatever.

Who authorized them to turn public property for their own use by turning an engine house into a private garage and holding their nightly orgies there?

Can anybody expect when such a scandalous condition of affairs is permitted to exist in the fire department that any kind of discipline can be maintained among the men, among whom the goings-on of these irresponsible outsiders have become notorious?

How can any pretence of promotion for merit be made and any public respect for the fire department be expected when its authorities not only permit but apparently encourage the presence in its engine houses of roysterers whose only claim to notice is their wealth?

These men apparently are being given these extraordinary privileges with the public property because they are "good spenders," and "Wine openers." They go out on the apparatus to fires when it amuses them to do so, pass with an air of authority inside the fire lines wearing costly badges and freely criticise the conduct of the firemen even if they do not actually issue orders about how the fire ought to be fought.

Can anybody imagine a more absurd exhibition in a fire department pretending to be conducted upon lines of modern efficiency?

Welcome to Colorado!

The people of Colorado by a majority of over 25,000 have endorsed the two-platoon system for every paid fire department in that state, where the new system of fire department organization now becomes mandatory.

This ends the discussion of this subject so far as that great state is concerned. It adds a large number of cities to the two-platoon list, including Denver with a population of about a quarter of a million.

Colorado now joins Pennsylvania, Ohio, Indiana, Oklahoma, Louisiana, South Carolina and other states that have taken the obvious and common-sense way of settling this question, and of putting an end to overlapping municipal two-platoon elections, which have all practically the same result. The question of platoons in Colorado is settled once and for all. It is done for and out of the way and the people of that state are to be congratulated upon the result.

The firemen of Colorado are also to be congratulated upon the energy and intelligence with which they prosecuted their campaign. They began to hustle early last summer upon the literary and educational end of this question. They opened up a large correspondence, carefully read and digested the mass of matter on the subject we have been publishing in these columns, and approached their leading men with these convincing arguments.

One very striking result was the signed statement they secured from Judge Ben Lindsey, of Denver, which delivered the most powerful blow to Continuous Service that it has yet received, treating it altogether from a moral standpoint and showing that those who advocate its further maintenance are promoting crime.

The officers of the Colorado State Firemen's Association kept in close touch throughout the summer and fall with all newspaper editors throughout Colorado and the newspapers of the state did a large part of the work of enlightening the public.

No Colorado paper opposed the proposed reform. The priests and ministers gave it their hearty support.

In that pure Rocky Mountain air the infamous system of Continuous Service received a knock-out blow. It cannot persist when the searchlight is thus thrown upon it, where newspapers are honest and where public officials are animated by the spirit of Progress.

Only a few weeks ago we welcomed Louisiana into the two-platoon column with a state-wide law, and now we welcome Colorado. Before the Winter is over we will welcome other states that will swing into line.

For Continuous Service in this country is doomed.

Its fate is sealed.

Its death-knell has rung.

The fight is now narrowing down to a few cities like St. Louis, Boston, Providence, Baltimore and smaller ones which for various reasons are making a stubborn resistance to Progress in their fire service. This will make the coming months all the more interesting, to see just how long these cities can stand up against reform in the rest of the world and resist a movement that is sweeping around the earth.

Something About Freedom

Now that Fire Commissioner Murphy of Boston has been praised in the annual report of the Boston Board of Fire Underwriters for his efforts in temporarily defeating the two-platoon system, we may look for an early repetition by him of that moth-eaten speech on the freedom of Ireland which he has been getting off for years.

He is in favor of freedom everywhere except in Boston.

Will he kindly inform us of any public man in this or any other country who is NOT in favor of the freedom of Ireland?

He apparently thinks that Irish firemen are fools, which is a mistake being made in other cities than Boston. It does no good to a fireman to tell him of crime in Ireland while you are depriving him of his rights in his home town in America.

Even London, which Mr. Murphy denounces as the center of all slavery, has adopted the two-platoon system which the Insurance Interests now thank him for keeping out of Boston.

The Persistence of Truth

On the eve of the election in Boston, Mayor Peters of Boston issued an appeal to all of the women of that city to vote against the two-platoon system for the Boston firemen, saying it would "decrease the efficiency of the force," which all of our readers know to be false as we have been printing for over a year the statements of Fire Chiefs telling how it increased the efficiency of their fire departments.

But Mayor Peters had better look closer at home before he begins missionary work for the Boston Transcript says:

"Even Mrs. Peters, wife of the mayor, became so impressed with the story of long, tedious hours of fire duty as related by one fireman in a public gathering and his statement that the new plan would not injure the city in a single particular, that she enthusiastically announced to her husband the next morning that she would vote for the referendum."

Thus Truth crushed to earth will rise, even in the home of Mayor Peters of Boston!

AERIAL FIRE BOATS

Enormous Areas of Western Forests Are Now Being Patrolled

One of the greatest kinds of destructlon by fire is that of forest fires. In many instances these fires are caused by carelessness on the part of campers. As a means of prevention, the United States Forest Service and the State Boards of Forestry have maintained a patrol system and outlooks on high points.

The new experiment in this field of fire prevention is that of airplane patrol of the forests. As early as 1909 this method of forest fire protection was suggested at a convention of forest supervisors in Texas, but it was not actually tried till 1915 in Wisconsin.

In the summer of 1919 two experiments were put into effect on a comprehensive scale, one in Oregon and one in California. Five airplanes were used in California, covering an area of 5,000,000 acres of national forest.

During the three summer months the pilots had discovered 118 fires in California, 23 of them in advance of the Forest Service. In Oregon the state forester reported that during 56 patrol days in the summer of 1919 approximately 60,060 miles were covered. In 1919 Oregon and California were the only two states that received aid from the War Department for this air patrol.

The advantages that may be gained by an airplane patrol are many. Smoke does not hinder the visibility and even a small fire may be detected.

Not only can new fires be located, but also the progress of large existing fires can be watched and directed and controlled. Controlled fires can also be watched and prevented from breaking out anew.

Speed in reporting a fire is necessary, and this can be done quickly from the airplanes by means of wireless or by dropping the message to the stations in a specially prepared can. Carrier pigeons are also to be used as a means of communication. It is expected that this new system may be a great means of fire prevention in the forests.

A similar experiment is being made by San Diego, California, which is reported to have its aerial fire boat.

ABOUT THAT DAY OFF

"Retired Butchers" of Seattle Don't Think Firemen Do Any Work

Writing in the Seattle Star, Arthur Shannon says:

Concerted attacks by delegations of Prominent Citizens against the 1921 budget allowances before the city council centered upon the elimination of the $140,000 appropriation which will give city firemen one day off duty in every eight.

Why the delegations of plutocrats picked on this item it is difficult to say, except that they thought the fire-fighters would not fight back. They were wrong.

Mr. Isaac Cooper, capitalist, opened the battle against the firemen.

"Firemen don't work," he orated, fingering his massive gold watch-chain. "They sit around the stations and do nothing. I doubt if they actually work four hours a day. They don't need any day off!"

(Loud applause from the lobby of building owners, real estaters, Chamber of Commerce minions and apartment house proprietors.)

Harry Denton Moore, lawyer, declared that in Seattle God sprinkles the streets and puts out the fires.

(More applause from the landlords.)

Red-faced Man, very well fed: "We're all going broke. I will sell any of my tide-flats land for 50 per cent on the dollar of the assessed valuation. Seattle's tax-rate is driving industries away from the city. Why appropriate $150,000 to give the firemen a day off almost every week? They don't work."

Another citizen: "We don't want the firemen to work eight days a week!"

(Vociferous applause from the chorus of capitalists.)

Homer Hill, who is an officer of the Taxpayers' league, arose to his feet to accuse Mayor Caldwell of wanting an indefinite increase in the number of policemen.

"We don't want any more city employes on a falling market," he exclaimed.

This being too technical, Mr. Hill's arguments were not rebutted.

Another citizen mounted the soapbox to assert that traveling salesmen follow a more hazardous occupation than firemen.

Charles F. Clise, wealthy son of a wealthy father, fluttered a mass of statistics under the nose of Councilman Oliver F. Erickson, and with a quaver in his voice begged the city council not to drive the property owners into bankruptcy by giving the fire fighters any time to themselves.

"During the month of May," Clise said, "the average actual working time of city firemen was exactly two hours and 15 minutes. Think of it! They only work a little over two hours a month!"

Mr. Cooper again held the rostrum while he told the city fathers that hundreds of men are anxious to get jobs on the fire force.

J. A. Buck, of the fire department, arose and in a tired voice showed that at the present time there is not a single man on the eligible list of the department.

Mr. Cooper subsided with a grunt.

Another gentleman expressed the opinion that many firemen work at outside employment on their shift off.

Again the man in blue pointed to the fact that any man working in such a way on his off-time would be automatically fired from the force.

All the retired butchers and flat renters went on solemn record that they were not opposed to granting the firemen a day off now and then: what they objected to was the money. All of them declared that some method could easily be worked out for giving the men a day off in eight without appropriating any cash. But none of them was very explicit as to how this could be accomplished.

Several obese gentlemen were of the opinion that the firemen could work a 24-hour shift before their off day and thus save the city from bankruptcy.

J. A. McGrath, his fellow worker, Buck, and a marine fire-fighter named Monohan appeared for the department. They slaughtered the arguments of the Plutes. They pointed to the fact that when a fireman goes out on call he sometimes fails to return. They also pointed out that a man has a right to go out with his family occasionally.

These humane reasons were heard in silence by the assembled bankers and Second avenue property owners.

After three hours of torrid debate, the members of the council awoke and refused to take further action in the matter. The final decision of the council was that the firemen should get their day off just as if they were ordinary folks.

Absurd Women Voters

From every indication that the voters of Boston, Swampscott and Beverly expressed at the polls, it is plain that some of those on whom the firemen placed hope of putting the two-platoon in operation, went back on them at the last moment and I have yet to hear any of the firemen of Boston or Swampscott saying "God bless the ladies."

It is said that in a small town, not far from Lynn, ladies went so far out of their way to place the two-platoon out of the reach of their firemen that two of the ladies got up early and went to the polling place, just outside the limit, and shouted "Vote against the two-platoon system, it will send your taxes up to the nearest planet."

Evidently these ladies did not belong to any firemen's auxiliary.

But as the years go by there will be such a demonstration in favor of the two-platoon system it will not make any odds whether old sour crouts vote in favor of it or not, for in time there will be a State law that will make it mandatory for these little towns to accept that law. — Lynn, Mass., News.

Doing Good Work

While most of the fire departments throughout the State are pretty well looked out for by having local relief associations to care for firemen who may be injured in the line of work, there is none that comes any cheaper to the firemen than that offered by the Massachusetts Firemen's Relief Fund, which is handled by three commissioners.

At their last meeting, held in Boston, on Wednesday, the following claims were made effective under the head of old business: John H. Belyea, Boston, eight days, $8; John H. Belyea, Boston, death, $100; Alfred E. Smith, Boston, five days, $5; Daniel H. Harrington, Fall River, death, $100.

Under the head of new business these claims were ordered paid: District Chief Walter M. McLane, Boston, 78 days, $78; Fred Dianuto, Randolph, 69 days, this being a claim for a call man at $1.50 a day, $103.50; John E. O'Donnell, Worcester, 59 days, $59; Ernest R. McCreary, Lynn, 26 days, $26; John Eric Johnson, Lynn, 11 days, $11; Edward H. Harrington, Boston, 22 days, $22.

In being thus insured without a copper to pay for dues make the Massachusetts Firemen's Relief one of the cheapest that has ever been offered to firemen and they appreciate this fact. This city has a member of the Board of Commissioners in Chairman George H. Harwood. — Lynn, Mass., News.

Providing the Board of Estimate and Apportionment of Utica, N. Y., approves the tentative budget of Commissioner of Public Safety Edward W. Mathews, the members of the police and fire departments will receive increases effective January 1 ranging from $100 to $175 each man.

Belgian Firemen Meet

An invitation having been received from the Royal Federation of Belgian Fire Brigades to attend their Congress at St. Nicolas, on the 26th, 27th, and 28th June, the Executive Committee of the British Fire Prevention Committee considered that this being the first of its kind to be held since the War, they should be represented, in order to express to their Belgian comrades their appreciation of the part they played in the late war, and their sympathy with them in the devastation which had taken place in their country. Therefore, the Vice Chairman, Mr. Percy Collins, Mr. Wylson and Mr. Gamble were deputed to attend, and left London 25th June, arriving at Antwerp the following day.

Friday evening, Commandant Schepers called on the delegates and had a long conversation with them; on Saturday a similar call was made by the President of the Royal Federation, Capt. Philips.

The formal opening of the Congress took place at St. Nicolas at 6 o'clock on Saturday, but the principal function was not until the General Meeting on Sunday, at 10 a. m.

After the business of electing the President and Treasurer, an interesting paper was read by Commander Welsch, the ex-chief officer of the Ghent Brigade, on the desirability of reorganizing the Fire Service, so that mutual support could be obtained in case of need, mainly on account of the depredations of the Germans during their occupation of the country. His idea was based upon the organization of the Gendarmerie of Belgium, whereby small professional units of two or three men would be situated in the villages or small towns, while adequate personnel, with the large appliances dealing with conflagrations, would be located in the towns where they would have a sufficient number of firemen to at once respond to any calls that they might have from the outlying stations.

He pointed out that the working of such an organization depended entirely upon the proper establishment of a telephone system being installed throughout the whole of the country, whereby mutual aid could at once be summoned. — Fire, London, England.

Protecting a Ranch

A modern and complete fire-fighting equipment has been installed on the great San Julian ranch in California by C. R. Edwards, George Summers and E. Dibblee, trustees of the Dibblee estate which owns the ranch.

The system which has been approved by the trustees after a thorough inspection includes a huge reservoir in the hills above the ranch building and a system of fire plugs and hose which will throw heavy streams of water 60 feet high on any part of the ranch where the big barns, store houses and other buildings are located.

The fire brigade from Algonquin, Mich., led by John D. McClean, captain, appeared before the Soo commission to tell that body that either a new horse should be purchased for the fire hall at Algonquin or they would sever their connection with the department. The men were William Hill, Arthur Belanger, George Gordon and Chris Fowler. The men stated that the fire protection there is no good with the horse which has been used up until lately for the fire horse is balky and stubborn and will not pull the hose wagon to the fire unless he is led or clubbed. A fire started on the roof of George Fletcher's house on South street, the Algonquin horse had to be shoved out of the barn and then the fire fighters didn't get to the fire.

SERVICE NEWS FROM EVERYWHERE

New England States

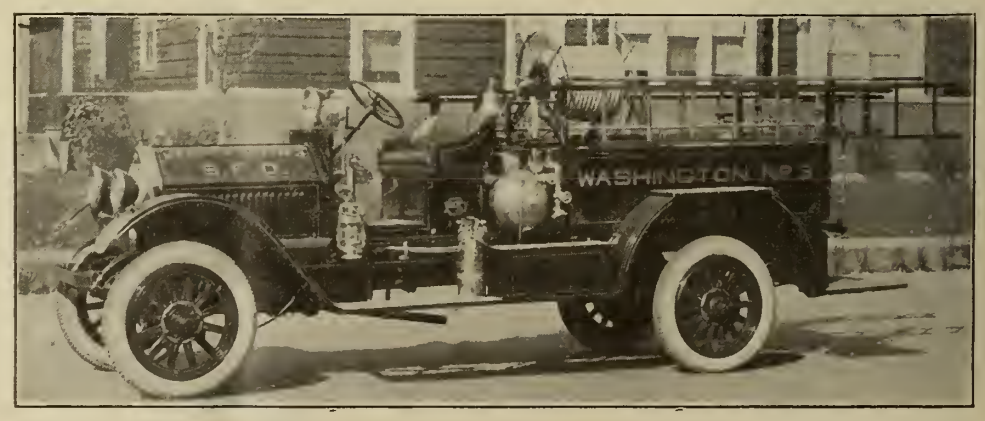
The Courier of Lowell, Mass., says: "The operation of the two-platoon system in the Lowell fire department has meant an increased cost of 15 per cent, according to a compilation of figures from the Standard, a paper devoted largely to insurance affairs. This is comparatively low, when it is considered that the increase in some cities has been higher. Local conditions enter into the situation in every one of the 29 cities listed by the insurance publication. In quite a number of places the call forces have been either reduced or abolished entirely. That occurred in Lowell, although the number of men eliminated was small. In Lynn, however, 51 men constituted the call fire force, and so the regular force was very largely increased."

Trouble is brewing in Mattapoisett, Mass., as an aftermath of the forest fire which raged at the Marion-Mattapoisett town line for nearly three weeks. Charles T. Dexter, fire warden, is deluged with bills for fighting the blaze, aggregating $2,000 or more. "Some of the bills are from men who were never seen near the fire by anybody," he says. "They are from men who had no authority from me to get on the town's payroll as fire fighters. But some of the other five deputy fire wardens of the town may have hired them. I don't know. It seems to me also that the other men that were definitely hired have put in bills that are bigger than they should be." In Marion there is considerable talk among taxpayers that Mattapoisett should be called upon to pay the town's bill, which is variously placed from $8,000 as high as $15,000. It is claimed the blaze had its origin on the Mattapoisett side of the town line and that had the Mattapoisett fire fighters been properly on the job, it would never have swept into Marion, where it burned for three weeks, despite continuous efforts of a large force to extinguish it. "We will probably try to meet our bills in the immediate future," said Fire Warden Dexter. "I think we can do it without calling a special town meeting. The money may be drawn from the incidental fund, or I believe the selectmen have authority to make transfers in a case like this. How much of our bill we will pay I do not know, but I am going to make an effort to pay what is just." Mattapoisett pays 50 cents an hour for fighting fires. Some men, according to rumors, have "cleaned up" considerable sums on the job. Some men were in the woods 15 and 20 hours at a time, with only short layoffs. At times, more than 50 men were called and remained for hours. Marion employed 100 men at a time, often for more than a day.

The crew of Chemical 7, East Boston, narrowly escaped injury when the engine collided with a hydrant at Webster and Orlean streets, East Boston, while responding to an alarm for a fire in the two and a half story brick building at No. 2 Haynes street. The hydrant was knocked down and the pole of the engine was demolished. Driver John S. Kehan, driver of Chemical 7, was thrown to the ground when the engine collided with the hydrant, but escaped injury. The accident was caused by one of the horses throwing a hind shoe.

The inquest at Brockton, Mass., ordered by District Attorney Frederick G. Katzmann on the deaths of John F. Johnson and William Sullivan, resulting from an accident in which combination 1 of the Brockton fire department figured, Oct. 17, will be public. It will be the first public inquest held in the city in years. Combination 1 was responding to a fire alarm Sunday evening, Oct. 17, and in turning into Ames street from North Main street the chauffeur, Frank Gaffney, lost control of the big machine and it ran on to the sidewalk through a crowd of spectators. Johnson and Sullivan were crushed to death against a building. Miss Ethel Bergman was seriously hurt. Capt. John L. Parker, in charge of the combination, was also severely injured. Patrolman Frank Bonney, who was at the corner directing traffic, was caught by the machine and sustained a broken leg.

The Boston Globe says: "Fire Commissioner John R. Murphy returned to his desk at headquarters after a visit to Washington, where he took up with the Navy Department the question of obtaining a big submarine chaser for the Boston fire department, to be used as a fireboat. No decision was reached, as the question of finances was not settled. The Navy Department sold some of these boats for fire and police service to New York City and other municipalities for modest amounts and Commissioner Murphy wishes to obtain a boat under the same conditions. The boat which Commissioner Murphy has in view is 110 feet in length and carries three engines of 220-horse-power each. The boat has three screws and a speed of 18 knots an hour. If the boat is obtained, Prof. Miller of M. I. T. will be requested to have an inspection and survey made so that a



Combination Chemical and Hose recently delivered Salem, N. J., by South Bend Motors Company.

NORTHERN EQUIPMENTS

WHITE-NORTHERN IN SERVICE IN WADENA, MINNESOTA.

FOR COMMERCIAL TRUCKS

may be bought through your local tax payers (local truck dealers). Your local business men can furnish the complete fire truck in any style or finish.

Other Municipalities have been buying their fire trucks in this way since 1910.

Buy from the man on the ground. Give Home Business the preference.

NORTHERN FIRE APPARATUS CO.

MINNEAPOLIS - - - MINNESOTA

Sales Offices = Every Truck Dealer, Everywhere

Manufacturers of Northern Rotary Pumps, Northern Trailerpumps, Chemical Engines, Hose Carts, Extinguishers and Supplies

5000-gallon pump can be installed. With this boat in commission the buildings on islands in the harbor would be well protected."

The permanent members of the Wakefield, Mass., fire department wish to extend thanks to the men and women voters of Wakefield, to the clergymen, to the Board of Selectmen, for the support given them at the polls, election day.

The new uniforms which are to be given to Boston firemen by the city will be ready for issuance soon. The firemen have received only rubber coats. The commissioner explained that the uniforms were held up because the manufacturer was unable to get the cloth with which to make them.

The work of taking down the unused fire alarm wires from the round house of the railroad to Volunteer Hose Co. No. 2, East Hartford, was completed by Frank Meunier. A few years ago, when the fire alarm system was first started, an arrangement was made with the railroad in which the whistle at the shops which had been connected with the different hose companies and alarm boxes should blow whenever there was a fire. When this plan was abandoned about three years ago the wires connected with the roundhouse were left as they were and new wires were connected with the whistle at Center Hose Co. No. 1.

With 1,970 subscriptions, totaling $171,-700, Hartford officials, firemen, policemen and public buildings employes are rapidly completing payment for their Liberty bonds. City Treasurer Charles H. Slocum asserts that the final payments will be made to the Aetna Insurance Co. before Jan. 1. The total payments are $145,602.-09. Accounts varying from 60 cents to $3 a week are taken from the pay envelopes of the men and women municipal workers who subscribed to the loans. Since the issuance of the first Liberty loan, additional work has been in order in the treasurer's office on pay day, due to the fact that certain amounts were deducted from the pay of nearly all city workers, practically all subscribing to the loans. Complete payments by this process will be made to the Aetna Insurance Co., through which the bonds were subscribed, by the end of the calendar year. In many cases, individuals who were a part of one of the four divisions of municipal workers have paid their bonds in full already, instead of waiting to have a certain amount deducted from their weekly pay. The firemen, who were active in every matter pertaining to the war, and who contributed a big percentage of their personnel to the armed forces of Uncle Sam, led the way, subscribing more than any of the other divisions of city employes. In all, the firemen had 639 subscriptions totalling $59,350, of which $52,-355.40 has been paid. The policemen, with more subscriptions, were close behind in the matter of money involved, their record showing 670 subscriptions, totalling $53,-200, of which $42,005 has been paid. Four hundred and eighty-seven subscriptions were credited to city officials, for a total of $47,100, of which $40,499.34 has been paid. A total of 174 subscriptions was shown in the public buildings division, totalling $11,850, with payments of $10,-742.35.

All officials of the Worcester, Mass., fire department are now on the two-platoon system with the exception of Chief Wesley N. Avery, through an order issued by Chief Avery which places the deputy chief, Edward L. Janes, and the district chiefs, Charles L. McCarthy, William B. Spooner and Henry Douglas, under the two-platoon system. At present it is planned to carry the department work along without any additions to the board of engineers because of adopting the two-platoon system for the engineers.

Charlestown, Mass., Veteran Firemen's Association observed the anniversary of the big Boston fire in the clubhouse, 15 Salem street, Charlestown. Some 300 attended. A chowder supper was served by the Auxiliary. President Captain Philip Tague presided. The speakers included Fire Commissioner John R. Murphy, Chief Peter Walsh of the Boston fire department, Chief Thomas Qualey of Medford, Chief Warren H. Belcher of Winthrop and James W. Poor, one of Charlestown's oldest and best informed citizens on old Charlestown, who spoke of incidents 50 years ago.

James T. Cook, a Revere fireman attached to the Central fire station, rode up in front of the Central fire station three minutes before midnight on a Monday, on a bicycle and was greeted by a group of firemen and others. He had completed a ride from Bangor, Maine, within 24 hours.

A merry party of about 60 assembled at the Quequechan engine house, Fall River, the occasion being a neighborhood celebration in honor of the dedication of the new recreation room. A clambake was the big feature of the evening, followed by brief speeches and a most enjoyable social hour. Guests present included former Chief Wm. C. Davol, Mayor James H. Kay, Chief Joseph Bowers, Jr., Fire Commissioners Waring, Gagnon and McNally, former Commissioner William H. Beattie, Police Commissioner John T. Swift, Acting Deputy Chief Jeremiah Sullivan, Assistant Chief Edward Carey, Capt. Arthur Fields of Pumper 1 and his crew, and others. The new recreation room is the old stable, repaired and renewed in such a manner as to make a room of which the men are justly proud. Work on it has been going on for some time, and its completion makes the old song "Oh, for the Life of a Fireman" seem doubly attractive. The room is complete, and will afford welcome relief and wholesome amusement to the men.

Jeremiah F. Sullivan, captain, attached to the headquarters of the Fall River fire department, was named by the board of fire commissioners to take a non-competitive examination for the place of deputy chief of the department to fill the vacancy. Capt. Sullivan has been acting deputy chief since Chief Davol was retired. After 17 years of service as a permanent fireman, John B. Sullivan of Hook and Ladder 1, who first became connected with the force as a callman in 1900, was retired. To fill the vacancy caused by the retirement of Ladderman Sullivan, Jesse L. Campbell was appointed fireman.

The so-called "Good Government Association" of Boston is of opinion that Gov. Coolidge (now Vice President-elect of the United States) did not know what he was talking about when he signed the two-platoon bill for the state and commended it in writing, that he would not know a good law if he saw one. and is entirely unfit to have anything to do with statutes that affect the sacred rights of property, for the Club says: "The law under which the two-platoon system would have to be installed at present is so faulty that it should never be adopted in its present form. As the law reads, the reason for the existence of a fire department — namely, the protection of the city from fire — is made secondary to the enjoyment of time off by the men who are hired to do that work. And this fact is emphasized by the opposition of the firemen last winter to the entirely reasonable amendments proposed by the fire chiefs of Massachusetts in the last session of the Legislature."

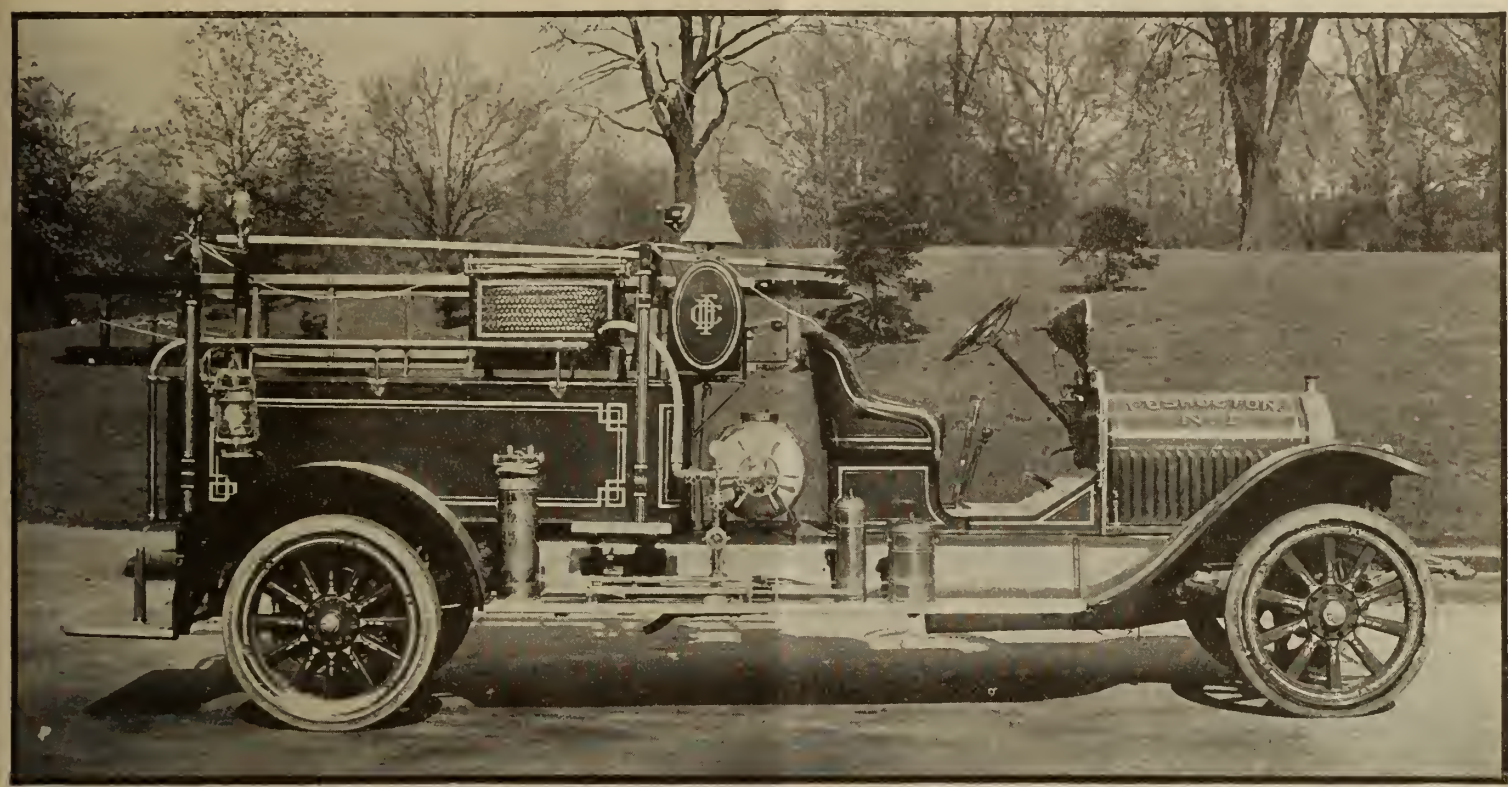
Middle Atlantic States

So that the taxpayers of Atlantic City, N. J., may better understand the motives which actuated the members of the City Commission in the appropriation of $75,-000 for a school of instruction for local fire fighters, a film in two reels depicting the working of a school in Cincinnati was shown at the afternoon and evening performances in the City Square Theatre. Chief Barnett provided for the showing after Instructor Wolf, of the Cincinnati School of Instruction, offered to place the reels at his disposal. Mr. Wolf, a guest at a beach front hotel, is a man of wealth. His hobby is the improvement of fire fighting methods and he is interested in the enterprise launched by the Atlantic City Commission along that line.

In the presence of a throng of hundreds of people of Bayport, L. I., a tablet of marble erected by the people of Bayport, through the efforts of the fire department, in memory of the only local boy to lose his life in the World War, Joseph Soucek, was unveiled on the front of the fire hall. Following selections by the Bayville band, the Rev. V. W. Mitchell, of Bayport, offered prayer. The band played "Abide With Me" and W. K. Post, president of the Suffolk County Volunteer Firemen's Association, a resident of Bayport, made an address lauding the patriotism of Soucek.

Louis Tischler, who was dismissed from the New York fire department two years ago for insubordination and reinstated as the result of heroic assistance which he gave firemen in making rescues at a fire on Forsyth street last August, has been assigned to Hook and Ladder Co. 18, on Attorney street. At the time of dismissal he was attached to Hook and Ladder Co. 6, on Canal street. His present station takes in much the same district and he frequently meets his old comrades of No. 6 at fires. He has been a fireman for 19 years and he is pleased to be back at his accustomed work. "It's splendid," he said. "Everybody has been great to me. Hook and Ladder No. 18 is new to me, but I'm at home in a firehouse anywhere. I see my old buddies of No. 6 at almost every fire, and that means pretty often, for this is one of the busiest stations in the city."

The first installment of the new fire alarm telegraph system in New York took effect recently when 43 new alarm boxes were placed in service in the Washington Heights section of the Borough of Manhattan, and half as many on the old system were discontinued. Additional fire protection is afforded that section by the increase from two to three companies in the number of engine companies to respond on the first alarm. The order placing the new boxes in service shows that the future policy is to hold a reserve chief officer on duty in the house in the district adjacent to the fire. In the future, on new boxes when installed, the second alarm chief will not respond, but instead the deputy chief of the division will roll, thus leaving the second alarm chief for a second fire if one breaks while the first fire is still in progress.



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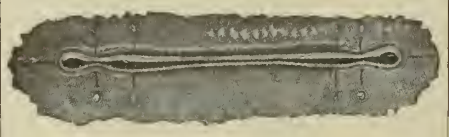

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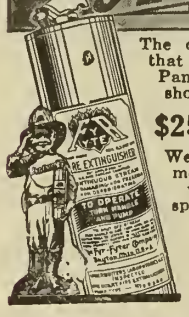

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"In the report of the New York Fire Commissioner to the Mayor, Fire Chief Kenlon is credited with saying that the off platoon cannot be depended upon to answer a recall signal, and that therefore the platoon on duty must be of sufficient strength to handle a large fire. In other words, there must be a complete fire department on the job all the time." — The Chief.

Peter Cooney, of Bayonne, was elected president of the New Jersey State Firemen's Mutual Benevolent Association. President Cooney was re-elected after a contest in which Kohler Dunn, of New Brunswick, was the other candidate. Other officers elected were: First vice president, George Fantry, of West New York; second vice president, V. J. Burkhauser, of Trenton; recording secretary, George Steele, of West Hoboken; financial secretary, Geo. Henry, East Orange; treasurer, James Donahue, of Jersey City, who defeated William Holt, of Elizabeth.

Frozen fire plugs will have no terrors for Philadelphia fire fighters when the new invention accepted by Director James T. Cortelyou for the fire department, is put into use this coming winter. The new apparatus is built on the order of a fire torch and within a short time after it is placed at a frozen plug the firemen can get hot water if they want it.

The Veteran Firemen's Association of New York, through its president, former Capt. Marcus J. Fitzgerald, has forwarded to Fire Commissioner Drennan the deed of a plot of graves known as Olive Terrace in Holy Cross cemetery in Brooklyn. The deed was held by former Chief Thomas F. Nevins, of the Brooklyn fire department, and was by him turned over to the Veterans' Association. In the days of the old Brooklyn City fire department, the firemen contributed one penny each to procure a burial ground for those members killed in discharge of their duty, with a view to having all departed heroes under one sod, so that an equal memorial day for firemen could be held there. It is reported that about thirty such firemen were buried, but additional space for others is available. John Murphy, a lawyer, who was a fireman in the old Brooklyn department, was appointed a committee of one to obtain from Peter Farrell, a retired fireman, of 248 Sackett street, the original deed which Farrell refused to relinquish. The right of Farrell to withhold the deed was questioned and the Corporation Counsel decided against him. The deed is dated Feb. 2, 1892. It is now held by Peter Quigley, in charge of the Bureau of Pensions.

In the death of Deputy Chief Patrick J. Gillespie, of the Bureau of Fire Prevention, the New York department has suffered the loss of one of the noted authorities on fire prevention and building construction. Chief Gillespie died suddenly at his home in Dobbs Ferry, N. Y., on Friday afternoon, Nov. 5, although he left his office on Thursday evening apparently in good health. Death was said to have been due to a heart disorder.

The Fire Company of Hatfield, Pa., is in a sad state of affairs at present. Which said condition should not exist. At a recent meeting there were not enough funds to pay the bills.

Criticism of the lack of adequate fire protection in Springfield, Rosedale and St. Albans, L. I., which are still guarded only by volunteer departments, has been renewed as a result of the destruction by fire recently of a hangar and two aeroplanes at Merrick road and Farmers avenue, Springfield. It is also claimed that the volunteers are not furnished with sufficient hose and that the hydrants are too far apart, besides which the water pressure is low. These conditions, it is claimed, place the three communities in a position where no resistance could be made should a bad fire break out. The Springfield firemen claim the city has failed to replace rotted hose which they have been turning in from time to time, and for which sound hose should have been sent. At the fire early recently, all the firemen could do was to prevent the spread of the flames to Springfield homes, and they declare that only the direction of the wind saved many houses from destruction.

The Board of Officers of the U. F. A. of New York has taken under consideration the organization and by-laws of the new Honor Emergency Fund of the Fire Department. The firemen say that if the Fund is to do the work required of it, the members of the committee in charge of the Fund should be responsive to the entire uniformed force in whose behalf charity is to be given.

Operating without a license and allowing children under 16 to enter their theatre unescorted by older persons, both misdemeanors, are apparently the only violations of law that can be charged against Barnett Weinberg, Max Schwarttz and Joseph Polani, the owners and the manager of the little Catharine street moving picture theatre in New York where six panic-stricken children were suffocated recently and many others injured. The Department of Licenses, on which rests the power of revocation of a license if the proprietors of a theatre are found guilty

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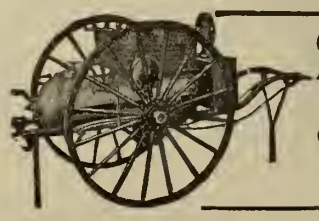

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Operated in conjunction with electrical alarm installations, or by steam.

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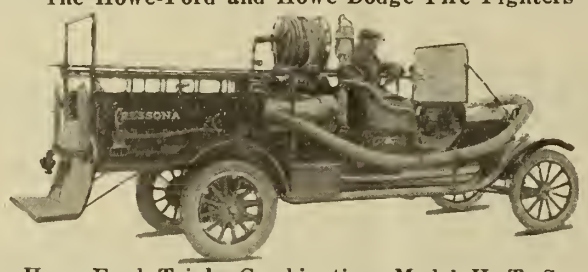

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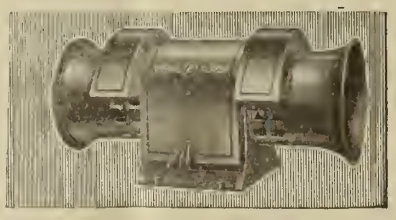

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of infractions of the law, has but twenty inspectors and these are engaged in inspecting the theatres to see that their sanitary arrangements, ventilation and general health conditions are up to standard. They say they have neither the time nor the authority to do more than report casual cases of the illegal admittance of children when they stumble against them. The police, as upholders of the Penal Code, Acting License Commissioner James F. Geraghty said, are expected to originate the complaints that would lead to the revocation of licenses for violation of this statute, but patrolmen have little time in which to stand in front of movie houses weeding the children out according to their ages. Supt. Rudolph Miller of the Bureau of Buildings says the plans of the theatres are in accordance with the rules of that department. Of 70 boys of P. S. No. 114, who were in the New Catharine theatre at the time of the cry of "Fire," but 7 said they went unaccompanied by older persons. "Dry drowning" was the cause of death given today by Medical Examiner Charles R. Norris in the cases of the 6 little children who lost their lives.

Middle Western States

A number of the range fire chiefs met at Aitkin, Minn., with Chief Erickson and reported their towns ready to co-operate in the matter of interchange of equipment in case of disaster and interchangeable couplings will be adopted by all of the towns in the group. Ironton is the first to order a motor truck. Brainerd is equipped with motor truck but will add another. A recent demonstration was given on the range of one of these pumps attached to a hydrant, in event that the main supply is crippled, and furnishing pressure for the system. It made an auxiliary pumping plant for the time and showed a pressure of 300 pounds, while the pressure carried by our department is but 150 pounds.

The Gate City of Keokuk, Ia., said November 8: "Forty-one years ago today, John Anderson, chief of the Keokuk fire department, entered the service of the department. In all of the time that has intervened Chief Anderson, first as a driver and then as chief, has made a record for efficiency that is hard to equal. He has a record as a driver of being first to the fires, and his record as a chief is equally as good. There have been few bad fires in Keokuk, and the reason is found in the three stations in the city where the chief and his men have built up an efficient, careful fire fighting machine. Chief Anderson, for the first time in years, is having a real vacation on his birthday. With the double platoon system in effect the chief has the day off, and he can enjoy his anniversary in approved fashion. The chief this morning said that there were none of the men who were on the department 41 years ago, left today with the exception of himself. There have been four chiefs of the paid department, the present chief being the fourth. He served under the other three, and succeeded W. S. Sample some years ago."

John Cantril, J. G. Niggemeyer, H. J. Kaimer and John Kamp, all members of the Fort Madison, Ia., fire department, were given ten year certificates by vote of the city council. These certificates are presented to members of the fire department after ten years of volunteer service in the fire fighting service there. They entitle the members holding them to exemption from poll tax, jury duty and other things of similar nature.

Six firemen were seriously injured Nov. 16 at Milwaukee in a $400,000 fire that destroyed a four-story building, occupied principally by the Milwaukee Seed Co. The firemen were injured when the rounds of an extension ladder collapsed as they were carrying a line of hose to the top of the building.

Chicago's police signal and fire alarms systems are "pitifully inadequate" and "in an advanced stage of depreciation," according to an aldermanic sub-committee which recommended that a $5,000,000 bond issue be submitted to the voters to rehabilitate both systems. The report, drawn by Ald. John G. Horne, chairman of the sub-committee, forecasts a marked reduction in fire insurance rates should the fire alarm systems be rebuilt as recommended. The 2,169 fire alarm boxes are only 60 per cent of the number necessary for adequate fire protection, the report says. It recommends the number be increased to 6,868 within five years, that six instead of two exchanges be operated, and that the changes be located in small parks in the north, northwest, south, southwest, and central parts of the city, with a main exchange in the city hall. The signal system of 12 of the 34 police stations is also called obsolete. The report recommends the number of patrol boxes be increased from 1,364 to 6,064.

Claude R. Brown, captain of the fire department of Iron River, Mich., was so severely injured while fighting a fire in the Bee-Hive pool and billiard room that he died shortly after being taken to the hospital.

At Ipswich, S. D., the volunteer fire department owns $200 worth of Victory bonds and $500 worth of War Savings stamps.

Anton Netland, who has been village marshal of Spooner, Minn., chief of the fire department, street commissioner and also has held down various other jobs for the village in his spare moments, has resigned. He will devote the winter to logging operations.

After his captain had refused to permit him to go, Simon Sada, fireman at Des Moines, Ia., climbed to the tops of three huge oil tanks and opened them to prevent explosion. Other tanks were burning all about him. There was one chance in a thousand of his escape from death. He was not harmed.

Council at Findlay, Ohio, has passed an ordinance broadening the authority and power of Fire Chief Charles M. Arthur in the administration of his department. The ordinance is the result of criticism of the department following a disastrous fire at the A. L. Askam department store recently. Chief Arthur is required to select deputy fire wardens from among the firemen to investigate fire hazards in the city and submit reports and suggestions for improvement of conditions. Elimination of many fire risks in the city is to be attempted in this manner. Jurisdiction over firemen is made complete for the chief. Heretofore the safety director has held considerable authority in this connection.

Policemen and firemen of Chicago are preparing to ask 1921 pay increases. The base pay of both patrolmen and pipemen is now $2,000, and the men will ask for an increase of at least $280 a year and perhaps more. Some favor demanding $2,500 a year. "New York policemen are getting $2,280 a year," said the official spokesman of one of the two organizations. "Detroit, a city less than half as large as Chicago,

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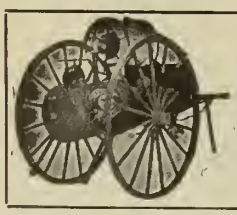

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Harry M. King, city fireman, in writing, as requested by King, who is appealing from the order of the commission of public safety. Four reasons for discharge are given: Refusal to obey rule No. 96 of the fire department, requiring that employes shall within a reasonable time pay all their just debts; that it is necessary for the morale of the department that employes pay their honest debts, which he failed to do; that as commissioner of public safety, Commissioner Shoemaker had issued an order that no person could remain an employe of the fire or police departments who purchased goods on credit and refused to pay for them, King having purchased goods on time in large and small stores of the city and made no effort to pay, and that in conferences, King had agreed to set apart a certain sum each month for liquidation of his debts, yet had failed to do so. Creditors of King complained of the fireman that they had been induced to extend credit on the basis of his employment by the city under civil service, and that he had sought the bankruptcy court when the limit of his credit had been run. Debts of several hundred dollars were listed by King. King sets up for defense that he incurred his debts while in service of his country, when his wife was ill, and that he merely sought protection from his creditors until he could straighten up his finances. Creditors who complained said he had continued to pile up debts, however; that his expenditures were above his means and that his wife has also been employed.

The fire department of Chico, Calif., should be of the highest efficiency, according to the 1920 city directory, which shows that in a force of five men three are chiefs, one is a captain and a lone hoseman does the work and takes the orders of the chiefs and the captain. Chief E. W. Tuck, bona fide, was unaware of the competition he is facing until informed of the fact that Clifford O. Cox, driver of the chemical engine, and Clarence A. Baker, pilot of the pumping engine, also are chiefs. Bert Reed, who recently resigned and was succeeded by Jones, is entered in the book as captain. Dan Holland is the only serf in the department, his occupation being given as hoseman, which he is.

The Express of Los Angeles says: "The fire at 258-60 South Los Angeles street, by reason of a stupid neglect to turn in the alarm promptly, had assumed an ugly aspect before the fire department was on the ground. At the time certain members of the department were being awarded medals in recognition of special bravery. Chief Scott, who was present at this ceremony, reached the scene of the fire as quickly as possible and at once personally plunged into the battle for the saving of human life. He was every moment in the thickest of it. With remarkable tenacity he directed the work of rescue carried on by as brave men as ever wore a fireman's uniform. Without helmet, rubber coat or any of the usual means of personal protection, battered by falling bricks and broken glass, Chief Scott led his men with splendid courage in the attempt to rescue those entrapped by the flames. Los Angeles well may be proud of her fire chief. Nor can too much be said in praise of the magnificent work of rescue by the brave men who were with him at this Los Angeles street tragedy."

Repairs are being made in San Francisco on Battalion Fire Chief Fred Bowlan's automobile, following an accident at Golden Gate avenue and Taylor street when Bow-

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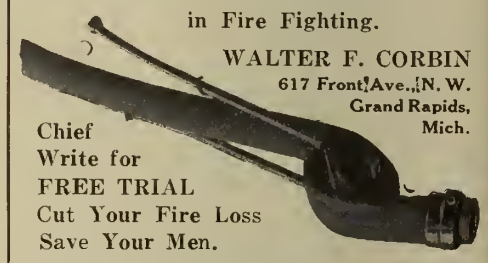

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Pat. June 16, 1908

FOR PRINTED MATTER AND FURTHER INFORMATION, ADDRESS

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lan's car was struck by a machine driven by Ralph Russ, 46 Parnassus avenue. According to the report made by the fire department, Russ had stopped his machine on Taylor street to allow the passage of fire apparatus, but started again as Bowlan's machine reached the crossing.

Following on the heels of the police department request for salary increases, a petition from the fire department of Colorado Springs, Colo., was placed before the city council, asking from $30 to $50 more per month for each member of the department. In asking the increases for firemen, the members of the department point out how others applying for positions are not apt to remain in the department at lower salaries than they can earn elsewhere, and that efficiency of the fire fighting force of the city is thus hampered to a certain extent. Other cities equal in size to Colorado Springs, pay higher salaries than this city, the men point out. The petition, together with that from the policemen, was not acted upon pending discussion by city councilmen as a committee of the whole.

The Oak Creek, Colo., Fire Department was organized when about fifty men met in the skating rink building on Main street and elected the following officers: G. F. Watt, chief; John Greve, captain first team; Amie Rapin, captain second team; Fred Parrett, captain third team; Herbert Fulton, chairman; Walter Payne, secretary-treasurer. A recommendation committee, composed of Andy Black, John Greve and James Hoyt, are to meet. Representatives are to be appointed to go to Denver to confer with the State Firemen's organization.

At the weekly luncheon of members of the Anaconda Rotary Club at Anaconda, Mont., Frank S. Adams read a paper on what the Rotarians of the country are doing for the Boy Scout movement. Some time ago a committee sought a reduction in fire insurance rates for Anaconda because of the small amount of fire losses there, as a result of which Anaconda won the Ince trophy. A reply was read stating that although Anaconda had made a wonderful showing for a six-month period, it was too short a period on which to base a reduction of fire rates. Acting upon the suggestion of George C. Jackson, it was decided to lay before the underwriters the fact that Anaconda's small fire losses extend for a period of 20 years.

Contemplated Improvements

Massillon, Ohio — City council recommends an appropriation of $15,000 for fire alarm system.

Bayside, N. Y. — A paid fire department will be installed.

Olneyville, R. I. — Money being collected for purchase of 500 feet of hose.

Milford, Conn. — To buy a $6,000 fire engine.

Pottsville, Pa. — Inspection of fire plugs showed six additional ones are needed.

Marlborough, N. Y. — Contemplates new fire alarm system.

Baldwin, N. Y. — A drive for funds for fire department is being made.

New Bedford, Mass. — Department needs a training tower, chemical tanks and ladder truck.

Phillipsburg, N. J. — Ordinance passed for purchase of one hydraulic hoist truck and equipment, one ten-ton Buffalo road roller and equipment, and one pumping engine fire truck and equipment.

Lima, Ohio — A pump with six lines of hose is needed at Central Station.

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Write for interesting booklet which tells of all types of fire apparatus tires.
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Salem, Mass. — Appropriation of $23,000 for motor aerial truck and repairs at Central fire station approved.

Charleroi, Pa. — Volunteer fire department raising funds for purchase of new truck.

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GRAND JURY INVESTIGATION

Into Advertising Fund of Firemen's St. Louis Convention

The St. Louis Post-Dispatch says:

Following the issuance of a warrant charging third degree forgery against Charles J. Boyer of Chicago, an advertising solicitor, Assistant Circuit Attorney William S. Connor announced that he would order a grand jury investigation of the fund raised for the recent fire fighters' convention by L. E. Lehmberg, a dentist at 3019 South Jefferson avenue, who was a member of the old City Council, and Henry Hoffman, former bartender, who is active in local Republican circles.

Boyer, who was one of several solicitors engaged by Lehmberg and Hoffman to solicit advertising for a souvenir convention program gotten up by the firemen and also to solicit cash donations to the convention fund, has made a statement before a notary public and in the presence of officials of the local branch of the International Association of Fire Fighters, which has formed the basis of a complaint to Assistant Circuit Attorney Connor by the Firemen's Union that there is an apparent discrepancy of $7,000 or more in the returns made in connection with the contract with Lehmberg and Hoffman.

Although the evidence on which the warrant against Boyer was issued was furnished by Lieut. Joseph Toohey, chairman of the Firemen's Committee in charge of the fund, Boyer was released on an $800 common law bond furnished by Charles (Cap) Troll, who rendered his services at the request of Edward Foristel, attorney, representing the Firemen's Union.

Troll said that he had been informed by Foristel that Boyer would be on hand when his bond is returnable, as he is in daily communication with the Firemen's Committee.

Lehmberg gave to a Post-Dispatch reporter his version of the contract into which he and Hoffman entered with the firemen.

He said that he and Hoffman posted a $5,000 bond as guarantee that they would raise at least $5,000 for the fund. Under the terms of the contract, he said, the firemen were to receive 60 per cent of the first $10,000 raised, the solicitors were to receive 20 per cent, and the remaining 20 per cent was to be applied to the cost of having the program printed, with the understanding that if the program cost less than $2,000 the difference was to go to the firemen's fund.

All over $10,000 raised was to be divided, Lehmberg said, as follows: The firemen's fund was to receive 10 per cent and Lehmberg and Hoffman were to receive 70 per cent and the solicitors 20 per cent.

Lehmberg said that approximately $20,000 was raised, of which amount, he said, about $10,000 had been turned over to the Firemen's Committee.

All checks were made payable, he said, either to the firemen's fund or to Capt. John J. Manion of Engine Company 6, president of the local union. The Firemen's Committee, in turn, he said, made out checks for the amounts due him and Hoffman and the solicitors and forwarded them to him.

The firemen, according to Lehmberg, received $6,000 of the first $10,000 raised, and also their 10 per cent of the additional $9,000 collected. There is yet to be collected about $600, Lehmberg said, and he has on hand about $600 which he has not yet turned over to the fund. The firemen, Lehmberg said, will realize about $7,500 from the contract, while he and Hoffman will receive a total of approximately $7,000.

Lehmberg said that his business relations with the Firemen's Union were progressing satisfactorily until Boyer made a statement to the firemen that they had not received their full share of the money raised.

"Since then they have not done any business with me," he said. "I am ready at any time to give them a full accounting of the funds handled by Hoffman and myself. I have offered to make a report but I have been ignored. The only knowledge I have as to what the solicitors actually collected is the record that they turned in to Hoffman and me.

"Boyer complained to me when we had reached the $20,000 mark that we had not collected enough, and again he complained that his percentage was not in keeping with the amount of work he had done."

Lehmberg said that he and Hoffman agreed to bid for the contract after Boyer had suggested to them that their position in local Republican circles would be of great benefit in raising the fund. He said that Boyer introduced himself as an experienced advertising man. About six solicitors were employed to get advertising and donations, Lehmberg said. He also stated that eight or nine others, in addition to himself and Hoffman, had bid for the contract to raise the fund.

The warrant against Boyer was based on a statement to Connor by Toohey that Boyer answered the description of a man who on Aug. 30 cashed a check for $5 made payable to John J. Manion, the indorsement on the back of which has been pronounced a forgery. The check had been made out by the Bon Ton Catering Co., 512 Chestnut street.

Tire Friction Reduced

In an attempt to increase tire mileage Firestone Tire & Rubber Co. recently tested, on a truck which with its load weighed 7,600 pounds, a set of tires between the tread plies of which gum had been inserted.

The average weight on front tires was 1,570 pounds; on rear tires, 2,562 pounds. Tires were inflated to 100-pound pressure. The truck was driven continuously for 24 hours around the Indianapolis motor speedway and covered 935 miles. At the finish the appearance of the tires was reported to have been entirely satisfactory.

The 35x5 Ribbed Firestone Pneumatic Giant Cord front tires showed the cross wear at an angle with the tread caused by turning of corners in same direction as is noted on racing tires but there was no indication of wear on the 38x7 non-skid rear tires.

Benjamin F. Dowell, Portland's former fire chief, was guest of honor at a lively banquet given by the city's fire fighters in the auditorium. The entire department was seated to "chicken and trimmin's," the night shift at 4 p.m. and the day shift when they were through work at 7 p.m. The presentation of a handsome scroll, bearing the signatures of every member of the fire department under the dedication, "Greetings, gratitude and good will from members of local No. 43, I. A. F. F., to Benjamin F. Dowell, our ex-chief," was the feature of the banquet.

FIRE SERVICE

CONSIDERING WITHDRAWAL

New York Firemen Will Vote on Leaving Organized Labor

Whether or not the firemen of New York City will follow the example of their brethren in the Boston police department by voting to withdraw from the American Federation of Labor, will be decided at the next meeting of the Uniformed Firemen's Association on the first Tuesday in December, at which a vote will be taken.

At the last meeting of the unionized firemen there was considerable discussion on the proposition and it has been learned that President Albert Guinness, a fireman in Hook and Ladder Co. 24, in West 33d street, took a neutral stand on the matter.

At all events, the firemen's organization, Local No. 94, of the International Fire Fighters' Union, has been paying about $400 a month to the parent body and it is the impression throughout many of the fire stations in the city that the firemen are not getting an adequate return for their fee.

Recently, however, the firemen have not had such a harmonious career in union labor circles. Peter J. Brady, Chairman of the Education Committee of the State Federation of Labor, has charged the New York local with "cowardly attacking the candidacy of Gov. Smith" at a time when organized labor, from Mr. Gompers down, was supporting the Governor.

An exchange of letters between Mr. Brady and Fireman Guinness has been going on since the eve of Election Day.

Brady has openly charged that the pamphlet circulated among firemen and patrolmen emanated from the office of the firemen's union. Brady has further demanded to know of both Guinness and President Joseph P. Moran, for the patrolmen, whether or not the social secretary of their joint organizations, Joseph J. O'Reilly, spoke the sentiments of the firemen when he told Brady that "organized labor double crossed the firemen and policemen."

Brady's efforts to force Guinness and Moran to either repudiate or explain the declarations of O'Reilly have met with eulogies for O'Reilly and a challenge to Brady to prefer charges against Guinness or Moran or both of them.

This ultimatum by the Presidents of the two organizations was met by Brady with a charge that the offices of the joint associations were used, with the consent of Moran and Guinness, to publish and circulate the attack on Gov. Smith.

Hence, firemen declare, the desire to withdraw from organized labor has been given added impetus. The New York policemen are not identified with organized labor.

DEATH OF JOHN CAMPION

Former Chief of Fire Department Answered the First Call to Great Chicago Fire

John Campion, former chief of the Chicago fire department, who answered the first call to the great Chicago fire of 1871, answered the last call recently.

The veteran fire fighter died at his home, 3523 W. Jackson boulevard, after an illness of more than a year. In another week he would have celebrated his seventy-first birthday. Five hundred of his former buddies in blue marched behind the hearse and helmet to Calvary Cemetery as a mark of respect for the leader whose order to his men — "Follow me!" — won him the love of the entire department.

On Oct. 9, 1871, as assistant foreman of the Little Giants' Engine Co., he answered a call to his first big fire. The signal lights flashing from the tower of the courthouse sent Campion and his men to the rear of Mrs. O'Leary's house on De Koven street. What followed is the history of the great Chicago fire.

Joining the department Nov. 11, 1869, he became pipeman of Engine Co. No. 6, April 1, 1870. The following year he was made assistant foreman of that company, and Sept. 25, 1873, he was promoted to the captaincy of the company and given charge of the Exposition Building squad.

In 1852 he was made assistant marshal and chief of the Fifth Battalion. When Marshal Swenie resigned Mr. Campion became first assistant and succeeded William M. Musham as fire marshal, Oct. 17, 1904. He retired May 28, 1906.

When he left the department he was associated with the Fire Underwriters' Association. For years a bell in his home rang in every fire in the city, and Campion was on the scene of big fires as fast as the department.

He is survived by a widow, Mrs. Margaret Campion; two sons, Capt. Frank Campion of the fire department, and John, Jr.; two daughters, Mrs. James Sullivan, wife of the chief clerk of the election commission, and Mrs. Frank J. McNichols.

Mr. Campion was born in Ireland in 1849. His parents came to America a few weeks after his birth and settled at Troy, N. Y. He came to Chicago in 1854. He learned the printer's trade in the old Times office in Randolph street. When that building collapsed he was among those who went down with it. He crawled from the debris.

Five hundred Chicago fire fighters marched with slow and solemn steps as escort to the body of "Cap'n John" Campion.

Thousands of Chicagoans paid the last honors to the old fireman. Judges, politicians, men high in the professions, city officials — they all assembled to do homage to one of the city's heroic figures.

The funeral services began at the Campion home, 3523 W. Jackson boulevard. A hundred policeman joined the 500 fire fighters in the march to Our Lady of Sorrows Church, Albany avenue and Jackson boulevard, where mass was celebrated by Fathers Quigley, Mulhern, Sheehan and Melody. Interment was at Cavalry.

Fire Chief O'Connor and Assistant Fire Marshal Seyferlich attended the services. The active pallbearers were all officers of the fire department — Jeremiah McAuliff, David Mahoney, Timothy Smith, William Renn, Daniel Ahern and Matthias Quinlan.

Among the men who bowed their heads at the bier of the famous fire fighter were members of the Veteran Firemen's Association, many of whom had served with "Cap'n John" before the "big fire." Among them were David O'Connell, 80, and M. Lazillett, 79. Others were there who had riden on the first "buggy" — hose cart — ever mounted by Campion.

In the crowd at the church were Robert Crowe, George Barrett, Frank Righeimer, Denis Egan, James Callahan, Matt Wingler, Thomas Harper, John Cullerton, Chas. F. Peters, Matt Franz, Robert C. Sweitzer, August Leuders, John Horn, William Lynch, John Morrison, Frank Rydzewsky, John Monaghan and John Alcock.

He was reputed to have saved the lives of 350 persons by his daring and disregard of personal danger. He served as fire marshal from 1904 to 1906.

He is survived by his widow, two sons and two daughters.

Dutch Fire Congress

The fire congress and exhibition of fire appliances held by the "Koninklijke Nederlandsche Brandweer vereeniging" (Royal Netherlands Fire Brigade Association) at Arnhem, Holland, from Sept. 15 to 19, under the presidency of Commandant C. F. H. Tuckermann, of the Hague Fire Brigade, was successful.

The congress was held in the "Musis Sacrum" at Arnhem, and the two halls and grounds were devoted to a display of exhibits of fire engines and appliances by the leading Dutch, French and German firms, whilst England was represented.

Adjoining the exhibition was a lake, which gave opportunity of demonstrations with the machines exhibited.

An interesting series of papers were read, the list being:

"The State and Fire Brigades," C. F. H. Tuckermann, commandant, Hague Fire Brigade; "The Danger of Thunderstorms," Dr. G. Van Gulik, professor of the Forestry School; "The Protection from Fire of Inflammable Liquids," Engineer H. C. M. Vrins; "Fire Curtains in Theatres," A. J. M. Stoffels, late director of the Department of Building Construction; "Fire Danger in Electrical Installations," G. De Clercq; "Water Main Supplies from a Fire Protection Point of View," A. S. Docen, engineer to the Amsterdam Water Supply; "The History of Fire Brigades," F. Behnken, chief of the Hilversum Fire Brigade; "The Training of Fire Brigade Officers in Country Districts," Otto Cohen, late chief of Batavia and Medan Fire Brigades; "The History of Fire Brigades in this country and of the Arnhem Brigade in particular," J. G. A. Van Hogerlinden, assistant chief, Arnhem Fire Brigade; "A New Fire Extinguishing Material," J. C. Stam, late chief of the Leiden Fire Brigade; "Fire Alarms in conjunction with Telephone Wires." J. Haarselhorst, commandant, Tilburg Fire Brigade; "Protection from Forest Fires," M. De Koning, forest master of Arnhem.

The exhibition was opened on Wednesday, Sept. 15, by the Minister of Foreign Trade, and was visited on the following day by the Prince of the Netherlands, who saw a demonstration by a motor pump. On Saturday, the 18th, there was a display of fireworks, followed by a demonstration by the Arnhem Fire Brigade, with their motor pump.

ARISTOCRATS IN ENGINE HOUSES

How Fire Officers are Dazzled by Talk of Wall Street and the Vanderbilts

The discovery in New York City, accidentally revealed by the trial of a fireman, that engine houses of the fire department are being used as private clubs by wealthy outsiders, created great astonishment and no little amusement.

People asked "What Next?" They could scarcely believe it possible that a large department of the city government supposed to be run on some system of intelligent discipline should have drifted so far away from business principles as to turn public property over to irresponsible roysterers who are not only using it for their own amusement but actually demoralizing the fire department by going out on apparatus when it suits their whim and interfering with the firemen in their duty.

The fireman in question, it will be remembered, revealed the fact that these high rollers who were using an engine house in the heart of Manhattan as their private garage, made so much noise in their nightly jollifications downstairs that the firemen on duty were unable to sleep.

One of these extraordinary individuals had gone out on an engine to a fire, and during the course of the trip an altercation seems to have arisen between him and the fireman in question who threw him off, for the man had no right whatever to be on the engine or even to be in the engine house, much less to assume to take command of the fire apparatus and the men in a case of emergency.

The fireman in question had a dim realization of the rights and dignity of the fire department, but little or no knowledge of the mysterious undercurrents by which it seems to be governed. He could see no reason why an outsider, simply because he was a rich man, should make himself and his friends at home in a public engine house and assume to run the apparatus and make the firemen obey his orders.

The mere fact that he was a "liberal spender" or possessed a gold badge had nothing to do with it, for the fireman was well aware that the fire department itself has no legal right to alienate public property. Chiefs and other fire department officials have no right to treat engine houses and costly apparatus as if they were their own private property.

They are supposed to be governed by the law, the same as everybody else. As a matter of fact one of their most solemn obligations is to take extreme care of all public property entrusted to their charge, to let no one except an employee of the fire department get control of it, to jealously guard the public character of their physical possessions and to rigidly exclude from any participation whatever in their work, amateurs who try to "butt in" from the outside.

In a small village fire department, it was pointed out, the Chief might in an emergency accept the services of a volunteer from the public but the latter would at all times have to submit to the fire department discipline and take and not give orders. But that any such condition could arise at an ordinary fire in a city like New York with 7,000 firemen was regarded as ridiculous.

The larger and more complete is a fire department, the less the public should be permitted to have to do with its operation and under no circumstances should its control be permitted to fall into the hands of cranks, "bugs," loafers, hangers-on, sidewalk-Chiefs, millionaires or fire theorists of any kind.

Nobody except a public employee, deriving his sole support from employment in the fire department, and absolutely subject to the discipline and system of that department, should be permitted under any circumstances whatever to occupy its property and assume authority over the fire-fighting force. This is the law of fire departments, so elemental that every child should know it, and so obviously sound that it seemed all the more incredible that it should have been forgotten in New York.

The fireman who gave the first hint of these discoveries appears to have recognized the principles here described. He could not understand what right a millionaire from the outside had to ride on the apparatus going to a fire and to pose as one having authority over public property and public employees.

He was not awed (as apparently it was intended he should have been) by any gorgeous amateur with a gold badge who went to fires whenever it suited his convenience, who "opened wine" freely for others of his kind in the engine house, creating brawls and discords that prevented the firemen upstairs from getting much-needed sleep, who patronized Chiefs and astonished them with costly jewelry and talk about vast sums of money, and who even talked learnedly about nozzle-pressure, booster-pumps, and other esoteric secrets of the firemanic profession.

They are now saying in the fire department that the fireman in question is a man of limited intelligence. And in support of this it is stated that while he realized the law of the fire department he knew nothing of the facts.

For it seems that the law is one thing and the existing facts are quite another. If you are a rich man, can "spend liberally" and "open wine" in Prohibition days, it seems to be possible in New York to convince the Chiefs that you are somebody of importance, and a valuable acquaintance.

These simple fire officers do not know that there are hundreds of millionaires in New York of no importance whatever and that when they are being dazzled by a display of wealth with vague talk about fortunes to be easily made in Wall Street, it is nothing but the thousand-year-old game of bunk in another form.

For the unknown millionaire, when nobody else pays any attention to him, finds ready victims in the engine houses where the firemen accord him the great honor he thinks his due and quote his words as those of an oracle.

This, however, in New York appears to be true only of the officers. Their vanity is easily tickled. The so-called millionaires persuade them (which is not difficult) that a vast social gulf separates them, the officers, from the mere men of the force, who are only ordinary firemen, common clay, what Trotsky would call the "proletariat."

A kind of aristocracy in the engine houses is thus formed. The millionaire gets a warm welcome when he comes inside the doors, and stores his limousine in the public property, and comfortably settles himself in an official chair. He proceeds to enjoy the consideration he can get nowhere in the cold outside world, and as he throws out hints about his intimacy with the Astors and Vanderbilts and his "old college chum, Morgan," the officers, with mouths open, fall for it. They swallow the bait, hook, line and sinker.

"Give him a badge, of course." From Headquarters he gets a huge fire badge, silver-gilt, or maybe gold, and a letter informing him that he has been made an "Honorary Chief." Of course there is no such position. It is a pure fake, designed for the purpose of encouraging these "liberal spenders" and making them think they are people with some authority.

They not only think this, but the trial of the fireman in question proves that they have an actual authority built out of nothing but sufficiently powerful to enable them to send firemen to their deaths in burning buildings and to have them "broken" if they fail to be duly humble and subservient in the presence of such august personages. For the fireman is merely the dirt under their feet in their own view and that of many officers of the fire department, who have fallen, in their simplicity, for the "vast gulf" bunk.

The so-called millionaire in this case may have been anything from a banker to a retired butcher, but he was apparently a man of importance in the fire department. Although thrown off the engine going to the fire by the fireman complainant, that was not the end but the beginning of the matter.

The fireman in his simplicity when he had ejected this individual into the street supposed he had thus recovered public property from the control of an outsider and that he was deserving of commendation. But instead of commendation, the papers in the case seem to show that it only led to his undoing.

Instead of getting "honorable mention" he was fined five days pay and transferred to the lower East Side, which is a kind of Whitechapel or slum compared to the neighborhood of the 400, where he had previously been stationed. The implication appears to be that this was the work of the gentleman he had thrown off the flying engine, who, although having no official connection with the fire department and not a public servant, was yet sufficiently powerful in fact to take command of the fire force and to move firemen about from one engine house to another if they were not sufficiently respectful to him.

It was the kind of thing that will make mere firemen in New York learn to "know their place," to realize that they are only serfs and bond-slaves, the hewers of wood and carriers of water for high muckamucks who deign to fraternize with Chiefs and to shed social lustre upon the whole establishment.

There is much curiosity about the facts which the coming investigation by the Mayor will reveal.

Mayor Hylan, as he modestly announces from time to time, is the one and only "friend of the peepul." It has been intimated to him that perhaps some of the millionaires who are using engine houses as their private club are in fact members of the Traction Gang, who, says Mayor Hylan, are trying to rob the city treasury and the said peepul. If that should turn out to be true it is freely predicted that the fireman who threw one of them into the street from an engine on its way to a fire, may be reinstated and even commended for intelligent foresight.

A few weeks ago in a northern Colorado town two firemen lost their lives in collision of a fire truck with other vehicles. Time and again firemen make the extreme sacrifice in battling the flames to save the property of citizens from destruction. Acts of unostentatious heroism are almost daily performed by the firemen of our American cities and only when a life is lost or other casualty results does the average person give thought to the firemen. — Trinidad, Colo., Chronicle.

GRAFT IN FIRE BUSINESS

Suggestion Made by a Manufacturer of Fire Apparatus

The assertion of Fire and Water Engineering that the fire service of the United States is saturated with bribery and corruption, in which apparently Fire Chiefs and manufacturers of fire apparatus are the guilty parties (although the offence is a criminal one where public servants are concerned), continues to attract excited discussion.

A large manufacturer of fire apparatus sends us the following clipping in regard to the matter:

"The High Cost of Graft" is the title of an article in the October issue of The Purchasing Agent, official organ of the National Association of Purchasing Agents. It reviews the case of a paint manufacturer who was tried before the Federal Trade Commission on a charge of bribing paint foremen to recommend his product, and puts the whole practice of commercial bribery in an exceedingly plain light.

One of the strong points in this article is the proof given that bribery increases the cost of merchandise. To recoup the losses from secret commissions, or bribes, a seller either adds the amount so given to his price, or delivers short-weight, or inferior quality.

One witness testified that since the Federal Trade Commission had stopped bribery in the paint industry the selling expense of his company had been reduced one-third.

A finishing foreman testified that he had been offered either $10 a barrel or 10 per cent commission on all paint he could induce his employer to buy from this particular manufacturer. The charge was denied by the accused manufacturer who explained that his company sometimes had paid foremen for their assistance in "demonstrating" the quality of his product.

The influence of a foreman is often conclusive in determining the varnish or paint to be used in a factory or shop, hence, the effort of some salesmen to win the good will of the foreman.

Before 1917 it was stated that giving commissions, gifts, or outright bribes to foremen in the paint and varnish industries was the rule. The Federal Trades Commission is given credit for bringing about a wholesome change. However, in this industry, and in others investigated, most manufacturers were eager to have the practice eliminated.

The Furniture World, of New York, in its issue of Oct. 14, has an editorial review of the same case and brings out the identical points with telling effect. This periodical has been a pioneer among trade periodicals in fighting graft.

SPEED IN THE STREETS

Differences of Opinion as to How Fast the Brockton Combination Was Going Before Fatal Accident

The feature of the inquest at Brockton, Mass., into the deaths of Willis J. Sullivan and John G. Johnson, who lost their lives when Combination 1 of the Central fire station crashed into the store of Clement K. Shakman, Oct. 17, was the variance of testimony regarding the speed of the apparatus when it started to take the corner, a few seconds previous to the accident.

Capt. John L. Parker, who was on the front seat with the chauffeur, and Hoseman Francis R. Gaffney, the operator, stated on the witness stand that the speed was not more than eight or ten miles an hour until the truck took a sudden jump at the corner.

Hoseman Charles G. McCarthy, Jr., said he jumped from the truck because the speed was so great he knew it could not take the corner. Hoseman Daniel H. Reardon was of the opinion that the truck was traveling 15 to 18 miles an hour, although he said that he might have been deceived in the speed.

Capt. Parker and Gaffney said that in their opinion there was an auto on Ames street about 15 feet from the corner at North Main street. Reardon and McCarthy, who were facing south, did not see it.

Gaffney said that just as he started to take the corner at 8 to 10 miles an hour something loomed up in front of him and he tried to swing over to regain Main street. When he got to the sidewalk the machine took a sudden jump forward and he lost control.

Although he would not say that it was because he stepped on the accelerator instead of the foot brakes, he thinks that that is what happened as "nothing else that I know of would have made the combination jump forward like it did."

Fire Chief William F. Daley offered suggestions.

Capt. John L. Parker, one of the most important witnesses, and who had charge of combination, said that in his estimation the truck never did more than 25 miles an hour on the trip.

"When the alarm sounded I announced the box and we tried to start off but Gaffney stalled the engine," he said. "The others got off before we did. Going up Main street we were doing about 25 miles an hour. At Battles street Gaffney asked me whether we were going to 433 or 435 and I said 435. Near Battles street I asked Gaffney to slow down and the speed was reduced about five miles an hour. At Main and Vine Gaffney was asked to slow down and he reduced the speed to 8 or 10 miles an hour. There was a one-man car a short distance south of Ames street, on the southbound tracks."

"Was there plenty of room to make the turn in spite of the corner?"

"Yes."

"What, in your estimation, caused the accident?"

"It appears that when we came to the corner Gaffney went a trifle too far to the north and something attracted his attention. All of a sudden Gaffney caused the truck to swing to the left and in doing so he went over the sidewalk and crashed into the crowd and store."

"What do you think caused Gaffney to swing over?"

"A few feet down Ames street, stopped, there was an auto, according to my best impression. Gaffney probably saw the auto at the same time as I and that, I think, is the reason he turned to the left."

"Do you think that the truck would have struck the auto had you continued on your way?"

"Yes, I think we would have."

"Did you notice at any time an increase of speed?"

"When he swung around to get on to Main street again there was an increase but there was so short a time to think I cannot say how fast we were going. There was, however, a sudden burst of speed."

"What do you think caused that?"

"I am of the opinion that Gaffney's foot slipped from the brakes to the accelerator by mistake."

Judge King asked Capt. Parker: "If witnesses should say the combination was going more than 8 or 10 miles an hour what would you say?"

"We are expressing our opinion on that matter. The speedometer is in such a position that the officer in charge cannot see it," he answered.

"Then it is your opinion that the operator went too far north on Main street before making the turn and when he saw he could get away safely tried to get back on Main street?"

"Yes."

Gaffney next testified. He looked worn out, as if he feels the responsibility greatly. He drove the combination about four times before the accident. He is familiar with the location of the accelerator and foot brakes.

"What was your speed going from the station to Battles street?"

"Not more than 30 miles an hour." Later he said that he made about that speed near Rosseter and Elliot streets but most of the time he averaged 25 miles an hour.

"How far down Ames street did you go?"

"Just a few feet, and then I took the turn. I think I passed three or four feet over the foot walk. The right forward wheel, I think, got over the walk."

"Did Capt. Parker say anything to you just before making the turn?"

"Not that I remember."

"Why did you make the sudden turn to the left?"

"To regain Main street. I saw something loom up before me and I turned to the left." Gaffney could not tell what kind of auto was in front of the combination but he said that he thought it was an auto which "loomed up."

"Did you think you could have stopped the truck by applying the emergency brake and the foot brake?"

"I don't know."

"When you stepped on the foot brake what happened?"

"The car shot out and I lost control."

"Were you conscious that you had touched the accelerator when the car shot forward?"

"No, but I don't know of anything else that would cause the auto to shoot out."

Official Incendiaries

And so we have the unauthorized campaign, for which no responsibility is taken, the acts in which are either officially condemned or officially disputed—as, for example, Sir Hamar Greenwood disputed the statement that the police have been burning creameries. Whether justifiably or no, there is not a soul in Ireland but knows that the creameries have been burnt by the police. Quite probably evidence is not forthcoming—that is the characteristic of a country under terror. But for a man in Sir Hamar Greenwood's position to make play with the allegation that he has no evidence is unworthy quibbling. Dublin Castle knows perfectly well that the creameries were burnt by the police. The reason is perfectly simple. Burning towns does not intimidate the farmers. Burning creameries may do so. Burning haystacks certainly does, and much has been burnt along the roads, and many cattle killed. The terror is there—administered at the discretion of those who are carrying it out. These are, in nearly all cases, the police.—London Observer.

FIRE SERVICE

Issued every Saturday in the Interests of Fire Fighters by

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"Promoting Crime"

Boston, Baltimore, St. Louis, and all other cities of the United States which persist in maintaining the infamous system of Continuous Service in their fire departments, are committing a crime against the firemen, against the coming generation and against the public welfare according to one of the most celebrated jurists in this country.

That is Judge Ben Lindsey of Denver, perhaps the foremost authority today on child welfare and constructive humanitarian reform — a man whose opinions are everywhere respected and whose energy and intelligence have done much for the improvement of our courts, especially as regards children.

He says that Continuous Service is "morally wrong and contrary to every standard recognized for the protection of homes and the rights of children." Every man, he says, has a right to be a family man and a home-maker, but that firemen under Continuous Service are deprived of this right, and that this system "is a menace not only to the particular individual involved but to the people as a whole."

These words may well be taken to heart by the members of the Boston Chamber of Commerce and other followers of Mayor Peters of Boston who are intent upon defeating reform of the fire department apparently in order to make a few more dollars. If they are committing a crime, as Judge Lindsey says they are, they are criminals, injuring not only the lives of the firemen and their children but the welfare of the city of Boston.

Judge Lindsey says that the juvenile court reports in cities where the Continuous Service system persists in the fire department, have pointed out "the alarming increase of delinquency among the children of firemen." This he says is no reflection upon the firemen "but upon the city which permits such a shocking condition to exist."

Public officials who oppose the new and scientific system of fire department organization which is sweeping the fire service of the whole world, are therefore not only opposing the public welfare which they are sworn to promote but are committing a crime against the firemen and their children.

If Mayor Peters of Boston has anything to say to Judge Lindsey in answer to the charge that he is fighting against the public good and promoting crime we would be pleased to hear from him.

Are All Asleep?

The fire service seems to be the only branch of the American system of Government that is asleep to the importance of modern mechanical inventions. All other departments of Government are up and doing.

The following dispatch was sent out from Washington on Nov. 22:

"Radio telephone conversation from tank to tank, back to headquarters, and with airplanes, has been perfected by the army tank corps, Brig. Gen. Rockenbach, chief of the corps, said in his annual report today. All heavy tanks, without modification, can carry the apparatus. Ten light tanks with special turrets for the work have been procured and ninety more are under construction."

We have told how the wireless telephone and the wireless telegraph after long experiment and demonstration have been made officially part of the fire-fighting equipment of cities of France and England and even in China.

There is not a single fire department in the United States that has given any evidence of knowing that such a thing exists. There have been, so far as we have been able to ascertain, no experiments with these invaluable inventions in this country as part of the fire fighting equipment of any city.

Are all of our Fire Chiefs asleep?

Politeness from Boston

The absurd "Good Government Association" of Boston not only arraigns the intelligence of Gov. Coolidge (now Vice-President-elect of the United States) by saying that when he signed the two-platoon bill for the state he showed that he would not know a good law if he saw one, but it also accuses Judge Ben Lindsey of Denver—one of the most distinguished jurists of the United States—of being a liar.

It says that when he claims that the families of firemen are less well behaved than those of other people he "does not realize what he is saying."

Our readers will remember that when Judge Lindsey made this statement he was not expressing an opinion but stating a fact revealed by the juvenile court records, but this, says the so-called "Good Government Association," is an "utter falsehood."

The statement of the Association is as follows:

"The only valid argument which the firemen can present, and that is greatly exaggregated, is the desire to spend more time at home, caring for their families. But no person who realizes what he is saying would claim that the families of firemen are less well behaved or less respectable than the families of any other class of men. Such a statement would be an utter falsehood. Consequently, when, as was pointed out above, the firemen already have more time by a wide margin to use as they please than the ordinary civilian, this alluring appeal to the humanitarian instincts of the people loses its force."

If this absurd Association wishes to keep on calling the Vice President of the United States an imbecile and one of America's foremost jurists a liar, they are at liberty to do so, but we do not believe it will favorably impress the people of Boston.

"Men or Money?"

The question of reforming the fire service by bringing it up to date in regard to hours is, says the Rev. Verne L. Smith of Beverly, Mass., merely one between human interests and financial interests. He delivered a sermon to that effect at the Y. M. C. A. Sunday services.

He put the whole thing in a nut-shell by asking "Shall it be Men or Money?" He advised his congregation to vote for Men.

The whole thing is simply a matter of dollars and cents, as against the welfare of the rising generation and public morals.

Therefore it is natural to find that a Chamber of Commerce, whose members are solely devoted to making a few more dollars, are against the two-platoons. They want the firemen to work 24 hours per day on starvation wages, while the Fire Insurance Trust goes them one better and gives the firemen, who are paid by the public, active employment for these 24 hours "preventing" fires so as to increase the already enormous profits of the Trust.

Between the commercial grafters and the insurance grafters the firemen have a hard time fighting for their legal rights, which Judge Lindsey of Denver says they are being cheated out of. They were buncoed for years, but are now getting their eyes opened.

Rum for Firemen

William Isherwood, licensee of the Star Inn, Chapel street, was charged at Leigh Boro' Police Court recently, with selling intoxicating liquor during prohibited hours. Supt. Whitehead said about 2.40 a.m. on Aug. 27 the Leigh Fire Brigade was called to a fire at Messrs. Hesfords.

During the morning the men got very wet and cold, and a bottle of rum was given to them by defendant's wife, along with coffee and sandwiches. The complaint was sent to him (Supt. Whitehead) in the shape of an anonymous letter, and when Mrs. Isherwood was seen by a detective inspector she frankly admitted having given them a bottle of rum.

The magistrates' clerk said the police were bound to take notice of anonymous communications. Mrs. Hesford, in the witness box, said the neighbors promised to make some tea and she put a bottle of rum in it. It was a kindly act on her part for which she received no payment. The magistrates permitted the case to be withdrawn.—Fire, London, England.

PROGRESS IN BOSTON

Improving the Mechanical End of the Fire Department

A list of 30 specific improvements in the Boston fire department, ranging from apparatus and personnel to matters of administrative policy for both officers and men, has been submitted to Mayor Peters by Fire Commissioner Murphy.

These improvements have been made, with the mayor's approval, during the 20 months, up to November, 1920, that Commissioner Murphy has been in office.

One of the most notable items is that of motor apparatus purchased, 35 pieces in all, at total cost of $341,828. All these have been put in service or reserve.

The commissioner, in his report to the mayor, includes a statement to the commissioner that "The business-like administration of the department has produced good results."

Among the improvements since February, 1919, when Commissioner Murphy took office, to November, 1920, are:

"Thirty-five pieces of motor apparatus have been purchased, consisting of 14 pumpers (includes two triple combinations), 11 combination hose and chemical cars, four high pressure cars, three 85-foot aerial ladder trucks, one 75-foot aerial ladder truck and two city service ladder trucks.

"All of this motor apparatus has been placed in service or reserve except one 85-foot aerial ladder truck and three high pressure cars which have not yet been delivered. The total cost of this apparatus was $341,828.

"Increased force of various companies so that the minimum number at any time will be sufficient to render good service.

"Installing in service 1,000-gallon motor pumpers in various parts of the city. (High value district.)

"Replacing of steam fire engines with motor pumpers and horse drawn hose wagons by combination motor hose and chemical cars in various parts of the city.

"The purchase of three high pressure hose cars, motor driven, of improved design, to be used when high pressure system is installed.

"The establishing of an apparatus reserve sufficient to meet the needs of the department.

"The adoption by the department of a system of oxygen masks of improved construction, and light masks somewhat similar to the army type to be used on the various ladder trucks.

"Establishment of the officers' school, now open to privates of the department. Instructions cover such subjects as fire-protection, fire prevention, hydraulics, electricity, automobiles and other matters which are necessary to increase the efficiency of the force.

"Establishment of a department automobile school for both officers and privates; education of some 90 of the members of the department at the Franklin Union automobile school; establishment of an engineers' school, where men are taught not only how to run automobile pumpers, but steam fire engines, and sending of a small number of men to the marine engineering school at Massachusetts Institute of Technology."

REJOICING IN NEW ORLEANS

Firemen Tell Just What the New Conditions Will Mean to Them

Progressive Fire Fighters' Association, Local 98, I. A. F. F.,
New Orleans, La., Nov. 12, 1920.

Fire Service,
New York.

Dear Sirs — I notice in your issue of October 23 that the State Firemen are entitled to credit for the great victory achieved.

The State Firemen's Bill is for cities of over 10,000 inhabitants, excepting New Orleans.

Enclosed you will find the two-platoon bill that was introduced by Mr. De Paoli for Local No. 98, I. A. F. F. The State Firemen's Bill was introduced by Mr. Drexler, after the bill for New Orleans was introduced.

By making this correction and giving our Local credit for same you will greatly oblige us.

Wishing your paper success, we remain,
Fraternally yours,
Joseph Gilbride, President.

The New Orleans Times-Picayune says:

Firemen of the city are highly elated over the prospects of a new era of good times in their working and living conditions, which they say seems to be opening up with the carrying of amendment No. 4 in the election. The amendment gives them shorter hours and better pay, making possible the establishment of double and triple platoon systems (the latter in the police department) in their departments by means of an additional two-mill tax.

When Chief Louis Pujol of the New Orleans fire department was asked for his opinion as to how the firemen had received the glad tidings of their victory, he lost little time in summing up, as far as the fire-fighting boys are concerned, the effect of amendment No. 4, which went sailing over in the election.

"They are elated," he said. "They are simply the happiest bunch I ever saw.

"As to what kind of fire department we might expect if amendment No. 4 had been defeated, let me answer in this manner. At the close of our examination today we had fifty applicants. We are about eighty men short and we shall need 150 new men for the two-platoon system.

"Even in the face of bettered conditions we were far short of applicants. Of course when the young men realize more fully what the department under new conditions will have to offer, they will come forth more readily. If the amendment hadn't carried, the department would have suffered the loss of many of its oldest and most capable members."

"The passing of the amendment," said Lucian Lefoux, senior assistant engineer, "means more to the men than words can tell. On all sides they express deep thanks to the public. They look upon the new year as the beginning of an entirely different existence.

"I heard one of the men at Central Station say that soon he would be able to go home and hold his babies. Really, there's nothing to say—just things like that, you know. When the new order comes in there will be two shifts, one from 8 o'clock until 6, the other from 6 to 8. Every third day one shift will be on twenty-four hours, while the other will be off. Thus the men will have one day off every six days."

"I have been in the department fifty-six years," said Assistant Chief J. M. Evans, of Hook and Ladder No. 2, Girod and Carondelet streets. "No one will say that's two days. Of course, what I mean is twenty-eight years at double time.

"I feel, now that the amendment has carried, like a man cashing in his own life insurance policy. I get the benefits and a new lease on life besides. I thank—we all of us thank — the voters. This is Lieutenant Ed Taylor, father of three children, and this is J. J. Gorman, father of four children. Only one man here is unmarried.

"How thankful these husbands are that they are going to be able to spend some time with their families words cannot tell. These men are young and able. It is an assured fact now that they are going to remain in the department. Equally important, men like these will no doubt be attracted to the service by the new conditions."

When Capt. E. A. Chevalley of Chemical No. 11, Perdido and St. Charles streets, was told that a fireman and his wife had just been seen pointing at a suit of clothes in a display window on Canal street, he waved his hand accusingly at some of the men sitting near and laughingly said:

"Oh, yes. That is the way it is going now. Some of these boys have been looking into the shop windows, too. They think perhaps they may have some use for civilian clothes, now. Yes, we are very thankful and grateful. I'd hate to try to picture these men's feelings if the amendment hadn't—but it did carry, and that's the main thing. We asked to be remembered, and we got a landslide here in the city."

Capt. S. Newhauser, of Engine Co. No. 5, Magazine and Julia streets, spent his vacation serving on the publicity committee during the closing days of the firemen's campaign.

"I feel amply repaid, however," he said. "We worked hard, for we knew that we should win many votes by carrying our appeal to the people themselves. Many did not realize our living conditions before hearing our addresses. We are powerless to express our gratitude to the press and to the public."

Proposals Invited

Auditor's Office, City of Mitchell, S. D.,
November 22, 1920.

Fire Service,
New York.

Gentlemen — This city will receive proposals for two 2½ inch brass sliding poles. Plates to install. Landing mats and railings and posts or stanchions to complete equipments of a new fire station. Two electric lanterns or searchlights will also be added to the equipment.

Very truly,
Frank M. Govern, City Auditor.

"Very Valuable"

Youngstown, O., Nov. 15, 1920.

Fire Service,
New York.

Gentlemen — Inasmuch as I have severed my connections with the Sireno Co., I have very little use for your publication and suggest you take my name off your mailing list.

Fire Service proved very valuable to me and I will take this opportunity to pat its editors on the back and wish them success.

Very truly yours,
L. C. Smith.

SPEED IN THE STREETS

These Papers Think 20 to 25 Miles Per Hour Fast Enough for Fire Engines

Limiting the speed of fire apparatus is a reform well under way in the big cities. That smaller communities will adopt the plan is likely.

"In the breakneck speed which has been customary in answering calls there is danger to the life of the people in the streets and to the firemen also. The wear and tear on the machines represents a big financial loss, and frequently breakdowns result which put the apparatus out of commission just when it is needed most.

"It has been found in cities where the experiment has been tried that no decrease in efficiency of service followed the reduction of speed. The nearest engines get to the scene promptly anyway, and those which are more remote arrive in plenty of time and in good shape for action if held to a speed of 20 or 25 miles an hour." — Winona Independent.

We call the attention of the above to the local fire department. The Tribune has always maintained that to tear along the street with the big motorized fire equipment at the risk of the public and the fire boys is absolutely unnecessary. It's a risk that is taken without any direct gain.

To start a machine up and race to a fire when every part of the equipment is cold and stiff is more than treble the wear than if started out at a moderate speed. Twenty or twenty-five miles an hour is plenty fast enough in a run to any fire. — Albert Lea, Minn., Tribune.

The Gazette of Stillwater, Minn., says:

"The speeding fire engine. Limiting the speed of fire apparatus is a reform well under way in the big cities. That smaller communities will adopt the plan is likely, says the Winona Republican. In the breakneck speed which has been customary in answering calls there is danger to the life of the people in the streets and to the firemen also.

"The wear and tear on the machines represents a big financial loss, and frequently breakdowns result which put the apparatus out of commission just when it is needed most.

"It has been found in cities where the experiment has been tried that no decrease in efficiency of service followed the reduction of speed. The nearest engines get to the scene promptly anyway, and those which are more remote arrive in plenty of time and in good shape for action if held to a speed of 20 or 25 miles an hour.

"Of course where horses are used the problem is not so serious, though it is a question whether safety and horseflesh have not been sacrificed unnecessarily.

"With the motor-driven vehicle the dangers in excessive speed are evident, and since nothing is gained by incurring them, their elimination seems the same thing. Experts declare that 25 miles an hour going to the fire and 15 returning will suffice anywhere for good service and make for safety."

"A Non-Strike Body"

Schenectady, N. Y., Nov. 22, 1920.

Fire Service,
New York.

Gentlemen — We are submitting for your perusal a copy of the constitution just adopted by unanimous vote of the permanent members of the Schenectady fire department.

In reading, your attention is called to Article II, "Objects," wherein it is stated that we are absolutely a non-strike body.

This to the best of our knowledge is the first unit of the International Association of Fire Fighters or in fact any other local department to so proclaim itself. As you no doubt know, International policy is also opposed to strikes, but the constitution simply states that it is deemed inadvisable to strike, our constitution reading opposition to any drastic action.

It is likely that you also know that certain fire departments have affiliated with the International and a few weeks after receiving a charter, have started a strike, it evidently being the intention to first affiliate, then strike, and receive benefits. Such locals being in the role of a liability than an asset, their purpose is destructive rather than constructive.

We are still affiliated with the International Association of Firefighters, the oldest in the State of New York, the twenty-eighth oldest in the country, as well as the N. Y. State Federation of Labor, Schenectady Trades Assembly and Schenectady Board of Trade.

We are organized nearly four years and have received every imaginable and reasonable concession requested. We take a deep and active interest in any and every enterprise which concerns the city and its people. We doubt if greater co-operation is in existence between the firemen and officials of any other city.

Outside of our low insurance rates, our high rating by the underwriters, there is probably no stronger testimonial of efficiency than the fact that during the four years of organization not a single member of the 100 of the department has appeared before the Commissioner on charges.

We believe that organization practised along logical and reasonable lines will remove rather than add burdens to the shoulders of the Chief Engineer of any department in the country.

Thanking you for your courtesy, I remain, Respectfully yours,

John G. Kelley,
President, Schenectady Permanent Firemen's Assn.

Rent Going Up

Today the firemen who ask for an increase in salaries do so like men and they do it with clear records. Aside from the solid service rendered by the firemen there is that troublesome question of necessity.

Nearly all the firemen are married men and have families. Nearly all of them have large families, to their credit be it said. Compute the amount it costs to support each member of that family at living prices where they have been, and it will be found that the "rainy day" provision has been very small, with everyone living close to requirements and with precious few luxuries. And, if now, clothing and food and medicine prices are going down, rents have not and will not for some time at least. They will probably increase.

If a little property is owned, the taxes have kept the owners busy figuring how to hold it. There are not many firemen who own their homes, however small and humble. They have not been able to afford that one possession that seems almost a man's right.

When these things are considered, justice to the firemen can be the only reply on the matter of a fair salary. — Yonkers Herald.

SERVICE NEWS FROM EVERYWHERE

New England States

The next time that the firemen of East Providence, R. I., receive their pay envelopes, they will find them somewhat "fatter," for they have been given an increase in salary, the captain to receive $35.96; lieutenant and engineer, $34.90; first hoseman, $33.75; second hoseman, $30.25, and substitute, $30.25 per week.

Chief Dahill of New Bedford discussed with the fire department of the city council steps he has taken to remedy deficiencies following a survey of conditions, recommended that four more chemical tanks be added to the fire department equipment. The chief told the committee that he had bought a tank for one engine and he advised the purchase of two "booster" tanks for the new engines which will be delivered soon. The committee voted to recommend to the city council that authority be given to purchase two "booster" tanks for the new engines. Chief Dahill explained that a "booster" tank is designed to provide a quick stream of water through small hose but that it would be rated a "chemical" tank by the underwriters' engineers. Chief Dahill said that he purchased a 35-gallon chemical tank for one engine for $200 and a basket and hose for $100 and this will be put on by the department. He also reported that he had received advice that one of the New Bedford engines was shipped Nov. 4, and the other one would be ready to ship soon. The chief stated that he was anxious to get the new engines in commission by Jan. 1, and have met practically all the existing deficiencies. He stated that he was waiting for the new engines to come before asking for the survey, but that the Board of Commerce had asked for it earlier than he wished to have it, although no harm had been done.

The firemen of Montpelier, Vt., organized a fireman's organization at a meeting held in the fire station. The association is composed of both call and paid firemen. By-laws were drawn up and the following officers elected: President, E. E. Pierce; vice president, Ernest Kaiser; secretary, E. C. Gilbert; treasurer, H. N. Pape; auditors, Donald W. De Colaines, W. I. Carbo and Fred Butterfly. A clause in the by-laws imposes a fine on any member not attending the meetings. Light refreshments of coffee and sandwiches were served by Chief Persons, and the spirit manifested at the meeting will do a lot to keep interest in the new association. Monthly meetings will be held.

The recent fire at East Longmeadow, Mass., which gutted a residence in Callender avenue, despite the efficient work of a number of volunteer fire fighters, has brought up anew the question of securing adequate fire apparatus. At present the equipment includes two hose-reels and a few chemical hand-pumps. The hose-reels are capable of rendering good service whenever a hydrant is within reach, but are useless when a fire occurs outside the area supplied by the Little River water system. The chemical hand-pumps are also convenient for use in extinguishing small blazes, but it is believed they should be supplemented by the purchase of a 100-gallon chemical tank which could be attached to the rear of an automobile or wagon. Also an automobile fire truck would be a valuable acquisition. One objection to the purchase of fire apparatus

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The FEDERAL ELECTRIC SIREN

ON December 7th, about 9 o'clock A. M., the opera house at Dwight, Illinois, suddenly burst into flames. A strong northwest wind kept the weak call of the fire bell from reaching the ears of over half the population. When all the volunteer firemen were finally called and got into action, the fire had gained dangerous headway, threatening the entire block. Fortunately, the firemen were very efficient, and they managed to get the fire out without damaging surrounding property. If the firemen had arrived there at least three minutes quicker, this fire could have been checked at its very start.

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has been the lack of an available place in which to store the equipment. This situation could easily be remedied with the construction of an addition to Town Hall, which must be built in the near future to provide added seating space on the second floor where town meetings are held. At the same time provision could be made for storage space on the first floor for the town fire apparatus. Another use which might properly be made of a thus enlarged Town Hall would be to provide a suitable clubroom for the American Legion in accordance with the recent state law which authorizes cities and towns to appropriate money to provide suitable quarters for American Legion posts. It is not believed there would be much opposition to an appropriation of this kind, as no better testimonial of the services of World War veterans could be devised.

Requests for assistance in fighting fires in neighboring towns are turned down by the Springfield, Mass., fire department in all cases except where there is danger of a conflagration. The Springfield fire department cannot be sent out of the city just to save one house; but in a case of threatened conflagration may be ordered out at the request of the mayor, selectmen, or chief of the fire department of a neighboring city or town. Such duty out of town must be entirely voluntary on the part of the firemen as they are not employed for duty outside the city. A request for assistance in fighting a fire in East Longmeadow was turned down by Chief William H. Daggett in conformity with a policy which has long prevailed. In some cities a rule has been adopted whereby apparatus is sent to neighboring towns with the understanding that a certain charge shall be made for services. In Hartford a charge of $50 per hour for each piece of apparatus was decided upon some time ago as equitable. Fire department officials are unwilling to send out their apparatus, leaving their home territory in a measure unprotected unless there is danger to an entire community through threatened conflagration. People who live in small towns near a large city are not being taxed for the maintenance of a city fire department and are not entitled to its service. It is argued that if a fire chief were to order apparatus to a town in response to a call from a private individual the town officials would be well within their rights in ordering it back again. There is an understanding among officials in all cities and towns having an organized fire department that they will reciprocate in case of conflagration but not otherwise, as the promiscuous sending of apparatus out of town is not considered practicable.

Fire Chief George H. Johnson of Brookline, Mass., was the recipient of a purse of $100 in gold, a number of floral offerings, and scores of congratulatory messages, on the occasion of completing a service of fifty years as a Brookline fireman, and forty-three years as head of the department. Town officials, the Board of Trade, fellow firemen, and citizens joined in the testimonial to the chief and the day will be remembered by him as one of the happiest, if not the happiest, in his fire-fighting career. Shortly after arriving at his office at headquarters Chief Johnson received a large bouquet of flowers from the Selectmen and within a few moments another arrived there from the Brookline Board of Trade. On returning to headquarters after supper Chief Johnson was informed that a visitor was awaiting him in the lounging room on the top floor and going there he found representatives of the various firehouses gathered. Capt. Francis J. Hayes of headquarters, on behalf of officers and privates of the department, then presented the chief with an ornate box containing five $20 gold pieces, speaking in a complimentary vein of his long service and his ability as a fire-fighter. There were also remarks by Capt. Seldon R. Allen of Station E and Lieut. Joseph W. Kelley of headquarters, after which Matthew J. Nolan of Station A led in three cheers for Chief Johnson, who was visibly touched by the demonstration and expressed his heartfelt thanks. During the day many citizens called at headquarters to congratulate Chief Johnson and he was stopped many times on his trips between his home and office to receive congratulations.

Fifteen new members from Connecticut, or descended from Connecticut soldiers, have been added to the roll of the National Society of the American Revolution, as announced in the official bulletin of that organization. There is one Norwich name in the list, that of Fire Chief Howard L. Stanton. Chief Stanton's Revolutionary ancestry is given as follows: Howard Louis Stanton, Norwich, great-grandson of John Sparks, private, Connecticut militia, at Lexington; great-grandson of Joseph Lam, private, Col. Heman Swift's regiment, Connecticut line.

John E. Pomphret, for 38 years a member of the fire department of Chicopee, Mass., and 22½ years its chief, and who retired in September, was presented a purse of $100 in gold by the permanent and call members of the force and a humidor with silver plate, upon which were engraved his initials, at the Cabot street engine house. Frank J. Thetrault, acting chief, did the honors on behalf of the permanent men, and James J. Taylor, president of the Firemen's Relief Association, of which the retiring chief is a member, spoke for the call members. Mr. Pomphret was taken by surprise when he opened the box of gold. He thanked the men in a few words. President Taylor then made his speech and Mr. Pomphret, who had gained control of his voice by that time, gave the men his opinion of them, their loyalty and their ability as firemen, saying that they had assisted in building up one of the best fire departments in the State. He spoke of the good feeling that had always existed between him and the men and said that much of the success of the department was due to that and the cheerfulness with which they always obeyed orders and entered into the spirit of the work. Mr. Pomphret was beguiled to the fire station from his home on Union street by word that a meeting of the Firemen's Relief Association was to be held.

An organization recently formed for the purpose of furthering conservation of the timber supply is the National Forest Fire Prevention Committee. When fully organized this committee will be composed of representatives from each of the 48 states. Within each state also a co-operating branch committee will be formed to promote local state legislation which will supplement federal legislation on this matter. Foresters, citizens representing lumbering, manufacturing and farming interests and state federations of women's clubs will be members of these committees. As its name implies, the chief work of this new organization will be to conserve timber by preventing forest fires. The present annual timber loss from forest fire is $20,000,000. It is planned to ask Congress to appropriate $1,000,000 for fire prevention work, and to urge every state to appropriate for the same purpose a sum equal to that advanced it by the federal government. The program and organization of the committee will no doubt accomplish much valuable conservation work. It is of interest to every one who wishes to see our existing forests conserved and new ones developed, from the fact that it is one more indication of the growing public interest in this vital problem. The secretary of the Massachusetts Forestry Association has expressed gratification at the fact that there promises to be more earnest and widespread advocacy of conservation this winter than at any time since Theodore Roosevelt first made such vigorous efforts in this line.

Fire Chief John Stanners of New London has arranged with the naval authorities of the United States submarine base that the city may have the services of the fireboat and a crew of 20 men at any time the city fire department may see fit to summon assistance. The boat is always kept under full steam and in readiness for operation and could make the trip from the base to the city in 18 to 20 minutes. The boat is equipped with a powerful engine and pumps 2,000 gallons of water a minute. It forces the water at a pressure of 400 pounds.

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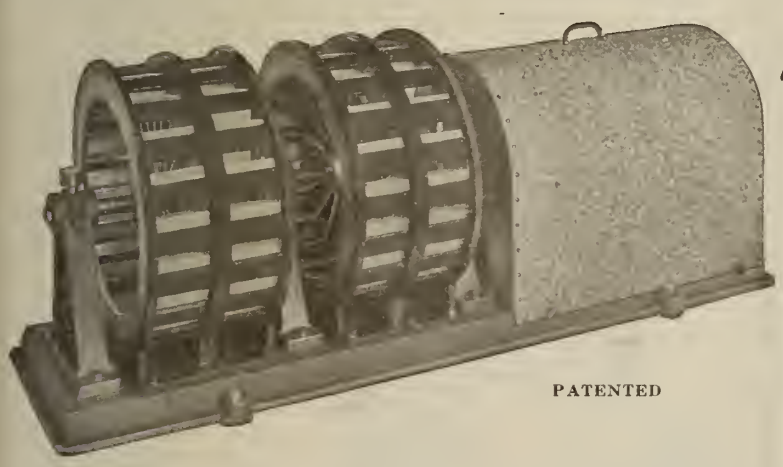

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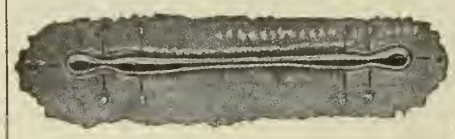

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Interior, S. Dak. — Steps will be taken to secure equipment for volunteer fire department.

Shrewsbury, Mass., is to have a regular, honest to goodness fire department, one which will fight fires and will be paid for the job. That was settled at meeting of the fire engineers, E. A. Logan, Herbert J. Stone and Henry M. Dufresne, and 15 men were picked who will be allowed to join the department. The men named will be notified and they will be asked to attend a meeting, when they will choose their own captain and lieutenant and name the company. This committee was named to draw up a constitution in which the demeanor and duties of each member of Shrewsbury's first paid fire fighting organization will be delineated: Edward McCaffrey, Charles M. Field, A. J. Giyord and Raymond B. Fletcher.

Middle Atlantic States

That there will be some increase in the salaries of firemen of Utica, N. Y., is evident in the tentative budget submitted by Commissioner of Public Safety Edward Matthews. A comparative table of the salaries now being received and those proposed follows:

Grade.	1920.	1921.
Chief	$2,570	$2,760
Deputy Chiefs	1,810	2,100
Telegraph Supt.	1,770	1,920
Asst. Supt.	1,489	1,620
Chief Mechanic	1,775	1,920
Asst. Mechanic	1,475	1,620
Lineman	1,337	1,500
Captains	1,480	1,620
Lieutenants	1,413	1,575
Engineers	1,413	1,575
Firemen:		
First grade	1,337	1,464
Second grade	1,185	1,332
Third grade	1,034	1,200

"It may have been an insane thing for this man to place a lighted match near an automobile tank, but there is nothing in the evidence before me to show wilful intent to commit a crime," said Magistrate Sweetser in the Morrisania Court, New York, in discharging Alexander Weissman, who was charged with setting fire to his automobile in a garage at 966 Prospect avenue, on the night of Oct. 13. Weissman was arrested following an investigation by Assistant Fire Marshal Herman De Mallieu. According to the evidence gathered by the Fire Marshal, and testified to by witnesses, Weissman, it was alleged, had made certain remarks relative to his automobile which were suspicious. Anton Bresinger, a helper in the garage, stated he was filling the automobile tank when he saw Weissman light a match and place it close to the tank and when he asked him what he was doing, Weissman replied, "You should worry." At the same instant there was a flash and the automobile caught fire.

At the request of a committee of their own members, the Lincoln Hook and Ladder Co. of Rahway, N. J., was permitted to retire from active service on Nov. 15 at the meeting of the City Commissioners. Mayor David H. Trembley said a committee from the company had called upon him making the request and stating that the firemen had an offer from the National Pneumatic Co. to rent the fire house for a storage room. Some months ago the City Commission decreed that the Lincoln truck company be disbanded on Dec. 31 of this year, together with the Franklin Engine Co., an uptown company. The Lincoln firemen own their fire house in Main street. It is a two-story building of tile and stucco construction. A resolution was passed granting the Lincoln organization permission to disband on the date requested. The Mayor also stated that when the action disbanding the two companies was taken, the formality of ol-

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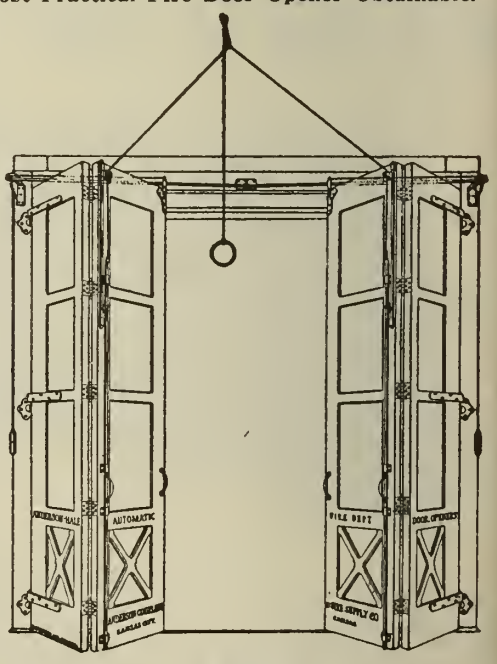

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ficially notifying the companies of the action of the commission was overlooked. He offered a resolution directing the clerk to officially notify the members of the Franklin Engine Co. that the company be disbanded on Dec. 31.

The little town of Quinton, N. J., is the first of the smaller municipalities of Salem county to organize a volunteer fire department and equip it with modern apparatus. Thirty-seven citizens have enrolled as members and a combination chemical and hose truck, motor driven, has been purchased. Harlan B. Kelty has been chosen president; Charles C. Lambert, vice president; Paul Harris, secretary; and Lemuel Howell, treasurer.

Broad Street Park, near Trenton, N. J., is in excitement. Its modern fire-fighting equipment has, says the Trenton Times, failed in a crisis. The apparatus itself, however, is not to blame. Instead, the fault seems to be with the system that permits the only authorized driver of the Rusling Hose Co.'s new engine to be absent when a cry for aid goes up. The incident in question occurred when Walter Smith's barn on Schiller avenue caught fire. The call for help was sent to Keuper's drug store, which in turn flashed the S. O. S. across to the Rusling hose house. Back came the word from a neighbor that the place was closed and, furthermore, that even if it were open, the new engine could not move because the only person permitted to drive it was away for the day. Everybody then became desperate. Doctors, druggists, grocers, butchers, idlers and others stormed the Rusling headquarters and demanded that the apparatus be dispatched to the dangerous looking blaze a few blocks away. But no response came. The place was securely locked. Finally Assistant Chief of Police Mount managed to get one of the doors open and then the crowd rushed in, grabbed various portions of the machine and hauled it to the fire.

A fire company, comprised wholly of colored men, the first in Atlantic City, and one of the first in New Jersey, will be officially made a part of Atlantic City's fire department as an administration recognition of the large colored population in the shore metropolis. This shows a total under this year's federal census of 10,698, a gain of 864 since the count was taken in 1910. The new company, which is designated No. 8, went on duty on Nov. 16.

Robert H. Mainzer, "Honorary Deputy Fire Chief," has filed his report as secretary-treasurer of the Sigmund Neustadt Memorial Fund for firemen, which shows cash and securities on hand of $32,538.82, of which $14,000 is Liberty Bonds. Since the fund was incorporated nine years ago, firemen or their dependents or both have benefited from the fund to this extent: loans to the uniformed members of the department, $4,453; loans to widows or dependents of firemen, $5,772; physicians and hospital bills paid, $3,362; artificial arms, legs and hands, $1,713; maintenance for firemen recuperating in the country, $1,061; gifts outright to firemen or their dependents, $1,376. The only expenses were $69.46 in nine years, and Mr. Mainzer finances personally the conduct and operation of the fund which was endowed by his aunt, the late Mrs. Sigmund Neustadt, at his behest.

Fire Commissioner Drennan of New York says that while every widow was not in such dire need as to require her late husband's salary, still he thought a woman, and especially a woman with children who has been deprived of husband and father,

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Philadelphia, Pa. — Budget for coming year will include $550,000 for the fire bureau.

Egg Harbor, N. J. — Committee appointed to buy five-ton hook and ladder.

Renovo, Pa. — Steps taken toward raising funds for purchase of triple combination.

Wilkes-Barre, Pa.—New equipment may be purchased.

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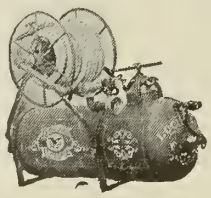

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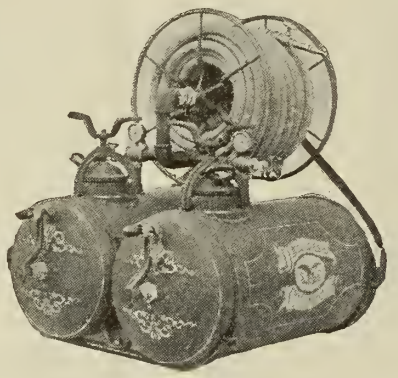

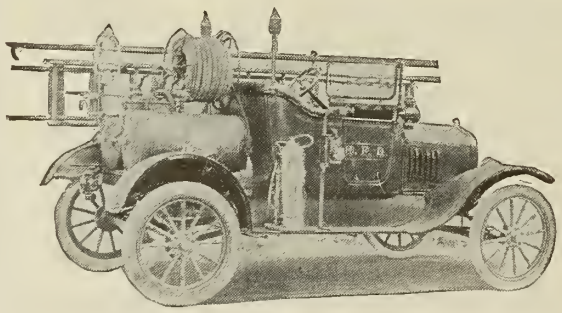

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Arnold, Pa. — Vote to be taken on $20,000 bonds for fire equipment.

Whitemarsh, Pa. — Considering the establishment of a fire-fighting organization.

Farrell, Pa. — Firemen plan raising funds to equip new building.

Mariette, Pa. — Council considering fire protection.

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should be made as comfortable in life without their protector and provider just the same as if he had been spared to them. "I don't wish to have the impression prevail that money of itself can be an adequate substitute for the loss of the society, tender care and affection of the brave men in this department, so many of whom every year go to their eternal reward, but I do think that something should be done to more adequately provide for the women and children of firemen who are annually cut off from them. At least something more than the half pay now allowed them, for not a few are so burdened as to preclude them from going out into the business world and earning money, especially while young children need their attention at home."

While responding to station 248, Nov. 18, fireman Stephen J. Finn, of Engine 15, New York, was riding on the rear step of the tender. He was in the act of putting on his coat and his outstretched arm entering the coat sleeve came in contact with a vehicle standing at the curb as the tender was passing very close to it. The impact was sufficient to throw the fireman backward and he landed on the back of his head against the pavement. He died almost instantly.

The Chief, New York, says: "Commissioner of Accounts Hirshfield is delving into the pension system in the fire department, according to the activities of two of his examiners around fire headquarters. While nothing official is forthcoming either from Mr. Hirshfield or Commissioner Drennan, it is said the Commissioner is tabulating a roster of names and amounts of pensions paid in the past several years and more especially of those who retired on pensions of more than one-half their salary."

The N. Y. Evening Post says: "Six children were trampled to death because of theatre violations in this city. This 'happened' at the New Catharine Theatre. It might 'happen' any time in hundreds of this city's theatres. Complaints of children attending theatres without their parents or guardians — complaints of overcrowded theatres — complaints of unsanitary conditions — complaints of blocked exits — complaints of a general and widespread lack of safeguards provided by laws which it is the duty of the Bureau of Fire Prevention and the Commissioner of Licenses to have enforced. Twenty-four of twenty-five children who were in the New Catharine Theatre were there without their parents or adult guardians, in open violation of the law, according to E. K. Coulter, general manager of the New York City Society for the Prevention of Cruelty to Children."

Southern States

T. F. Dwyer, of New York, and W. D. Sates, of Atlanta, accompanied Chief Sandidge of the Lynchburg, Va., fire department to the West End tower to watch the men in a regular fire drill. The men were put through sliding down a rope by wrapping the rope around a large buckle on the fireman's belt and then letting himself into the net; jumping out of a second story window into the net; scaling the side of the tower with the use of scaling ladders, which work was praised by the visitors as being superior to that done in New York; use of the 50-foot extension ladder and work on the 80-foot ladder on the large truck from station No. 1, over which the men climbed, up one side and down the other. The combination wagon was sent two blocks away and then run to the station as though the station was a burning

house, with the blaze on top of the house. This operation was timed and the water was on the roof in four minutes and 46 seconds. The men were delayed for a few seconds by an automobile which had stopped at the fire plug, but the visitors expressed themselves as being highly satisfied with the work of the men and the time taken. Chief Sandidge stated that he had watched the work of other departments and that he was training his men as rapidly as possible to become as efficient. He also said that he believed that Lynchburg would have as good a department as any in the country in the future.

Repairs to all the fire stations of Newport News, Va., will be started in the near future, according to City Manager L. G. Thom. Contracts for the repairs were executed, the city manager acting under authority vested in him by the city council. Some of the fire houses are badly in need of repairs, they having been built years ago and had little done to them since that time. All are to be placed in first-class condition.

Sensational developments in New Orleans were promised by the state fire marshal's office in connection with the investigation of the origin of a fire which recently destroyed the home of Dr. J. Crimmin Zeidler, a dentist, at 2816 Ursuline avenue. These developments, it was broadly hinted, would take the form of criminal charges of incendiarism.

The following letter was received by Chief F. O. Jesser, of the Covington, Va., fire department: "I am very pleased to hand you herewith a check for $25 awarded your company as a special prize, not previously anticipated, by the judges of the recent parade of Virginia State firemen, to which they feel your department entitled because of its exceptionally fine showing and to indicate their desire to not only award prizes through the interpretation of fixed rules but to depart therefrom and reward, also, on merit. The judges felt that your department, though smaller in number than some others in attendance, should be presented with some token of their esteem and admiration. Please permit me, therefore, to present you with this check in their name with my personal congratulations to you and the Covington department for the most creditable display in the recent convention held in Alexandria, in August, 1920. Kenneth W. Ogden, Chief Engineer."

While helping to fight a fire at the plant of the Old Dominion Glass Co., Alexandria, Va., Clarence Ale, 35 years old, a glass-blower employed at that plant, fell into a well about 55 feet deep and was instantly killed. His skull was crushed. Ale, accompanied by Kemp Cocrell, had been helping with other employes in fighting the fire all night long. They were attracted by a blaze south of the fire in the stock-room and thought another fire had broken out at a point near the old well. Both proceeded there, only to find that some boxes about the well, which had been placed there for protection, were ablaze. They went directly up to the well. Ale cried out, "Look out!" and just as he did the board covering the well gave way and he went down. Fifteen minutes afterward the body was recovered from the well by Clarence Kitson, a member of motor engine company No. 1. Mr. Kitson was lowered into the well with a rope by the firemen and tied the feet of the dead man. After he had been hauled up himself the body of Ale was pulled out. Dr. Llewellyn Powell was summoned and pronounced life extinct.

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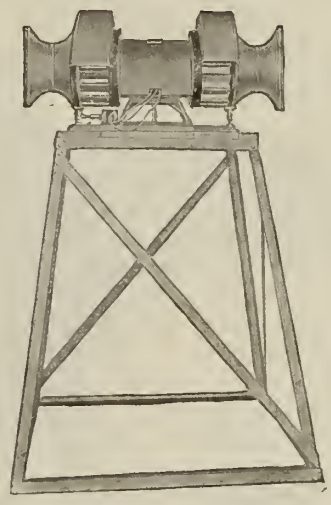

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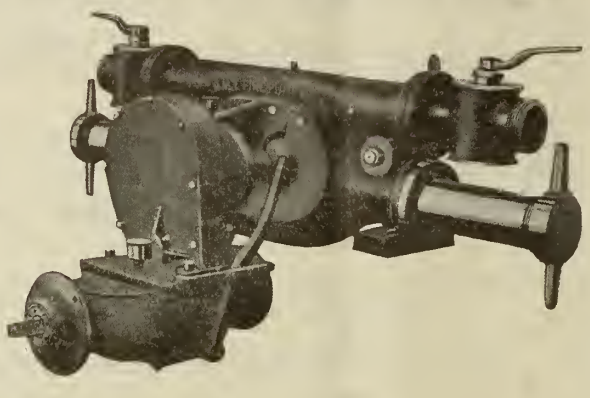

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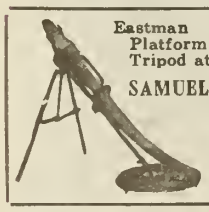
Seymour, Conn. — Appropriation of $5,000 for hook and ladder voted.

Belchertown, Mass. — Purchasing a triple combination is being discussed.



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Spontaneous combustion, originating in a pile of blankets in the quartermaster quarters of that part of the Antietam Hall used as a state's armory at Hagerstown, Md., and occupied by Co. B, First M. N. G., was given as the cause of one of the most destructive fires in the city for some time. The estimated loss is about $50,000. The Antietam Fire Hall, occupied by the militia company, the Antietam Printing Co., and as the quarters of the fire apparatus, was entirely destroyed, the fire being beyond control when discovered. All of the recently acquired equipment of Co. B, including uniforms, blankets, rifles, binoculars, ammunition. and full campaign paraphenalia, were destroyed, an estimate on the value being unobtainable, however. Ten thousand dollars damage was done to the Antietam Printing Co.'s plant, most of this loss being caused by water, while the Antietam Co. got out lightly, due to their truck being out of commission in Chambersburg, and most of the equipment being over there with the truck.

Middle Western States

A flat increase of $500 a year in 1921 for all members of the Chicago fire department below the rank of battalion chief is the wish of the Firemen's Association, George B. Hargan, its president, announced. "Weehawken, N. J., firemen were recently granted $2,500 a year after a referendum," said Mr. Hargan. "If a town of 6,000 can grant that pay to its firemen, Chicago can. We have a committee which will present our demands to the mayor."

An investigation of all theaters, dance halls and other like places of amusement has been started in Chicago by a special sub-committee of the council buildings committee. Chairman Joseph O. Kostner suggested it to check up complaints that movies, in particular, are disregarding fire laws. Alderman Maurice Kavanagh is in charge of the inquiry.

A distressing accident that snuffed out the life of Austin White, 22, of Urbana, Ohio, and may result in the death of Fire Chief George Donovan, 50, occurred Nov. 15 at the Elm street crossing of the Pennsylvania railroad when the second section of the Columbus train No. 14 east bound struck the automobile of Chief Donovan. The chief and his assistant were on a tour of inspection of water plugs and ran directly in front of the train, which was about twenty minutes late. The automobile, a Ford touring car, the property of Chief Donovan, was twisted into a shapeless mass and young White was almost instantly killed by the impact. According to eye witnesses, there is little detail to the story. Chief Donovan was driving at a fair rate and probably was under the impression that there were no trains due. Freight cars stood in the way of a clear vision of the track, and before he was aware of the danger the train was upon them. The pilot of the engine was said to have been wrecked by the impact. Henry Duffy rushed to the scene. Young White was breathing at the time but died in a few moments. The Humphreys ambulance was summoned and Chief Donavan hurried to his home, where Dr. Henderson was summoned. A first examination by the physician failed to determine the full extent of the injuries. Dr. Henderson told a reporter that the chief had suffered several broken ribs and was hurt about the chest but he was unable to tell at that time whether or not there were any serious internal injuries. Chief Donavan remained conscious, particularly after he had reached his home and his few statements were about the young man who had been killed.

Chief Donavan's worry rested solely on this fact.

The regular monthly meeting of the Sleepy Eye, Minn., fire department was held with a good attendance. Eleven new applications were voted upon and accepted and are as follows: F. A. Klein, Fred Arndt, Frank Pinzka, Lawrence Schultz, A. O. Wensberg, Ben Sucker, William Roberts, Frank Fiebiger, Jacob Breigenzer, Charles Gehrman and William Allen. The company in full strength consists of 30 members and that number is now in the company in good standing.

Anton Netland, of Spooner, Minn., who has been acting as village marshal, chief of the fire department, street commissioner and holding down various jobs for the village, resigned and will devote the winter to logging operations. Mr. Netland, though burdened with many duties, seems to have made good at all of them. At the meeting of the fire department his resignation was accepted, and the News editor elected for recommendation to the council for the appointment as chief.

Chicago has sent greetings to the firemen of New York. President Hargan, of Local 2, as the Firemen's Association of the Windy City is called, writes: "We have the best Mayor that Chicago ever had for firemen. He does not know how to say 'no' to any request we ask and he is able to grant." The firemen of Chicago are anxious about the increases asked by the patrolmen and firemen of New York. They have put in a petition for a flat salary increase of $500 for all grades under that of chief of battalion A little light on the harmony that exists in the Chicago fire force is thrown by the statement that besides the flat increase of $500 Local No. 8 "recommends the equalization of salary of lieutenants and captains and also recommends the equalization of salary of assistant fire engineers and fire engineers." The appeal to the Mayor winds up with the statement: "Statistics show that the Chicago fire department responds to more alarms of fire with less fire loss than any department in the United States or Canada."

Extending London Platoons

The shift system was commenced in the "E" district on July 19, 1920, on which date the undermentioned stations were closed: Kennington, Northcote Road, Herne Hill, Foxley Road. Except in the case of Northcote Road, the fire alarms, telephones, etc., have not yet been transferred by the post office authorities to other stations, and, until such time as this work is completed, a continuous duty with one man is being maintained at each station with a view to the transmission of fire calls. On the same date duty with a motor escape was commenced at the Peckham Road and Battersea fire stations, and an additional motor pump was attached to the Clapham and Tooting fire stations.—Fire, London.

Women Firemen

During the war women's fire brigades were organized in so many establishments that their existence scarcely excited remark, but there was certainly an element of novelty in the appearance of a women's brigade at the London Private Fire Brigades' tournament on Oct. 9. Their display was very creditable, and some of the more imaginative among the spectators were looking forward to the time when firewomen will compete in the drills on equal terms with the men. — The Fireman, London.

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"Behind the Times"

The American fire service is being told by candid home critics that they are behind the times in many things which are regular features of the British fire service. The British are a conservative race, but when they do change opinions and get a move on they outstrip all competitors and overcome all obstacles.—Fire, London.

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INCREASES EFFICIENCY

So Says Denver Times of the Two-Platoon System

The Denver Times Oct. 23 said:

City firemen, the little appreciated heroes of civil life, who risk life and limb, not only during fires, but during various other emergencies as well, are asking a measure of recognition at the approaching election.

The paid firemen in Colorado, like those in other states where more advanced legislation has eliminated the now obsolete plan of keeping firemen on duty morning, noon and night, are asking the voters to authorize the two-platoon system—a system which affords the men opportunity for rest, recreation and relief from monotonous duty.

Firemen, like other humans, love, laugh, rear families, and otherwise pursue a normal life—that is, when they are not firemen.

For under the present system a fireman has no time for any of these things. He can't enjoy these privileges while on duty at the firehouse from morning until night and from night until morning. He even becomes a stranger in his own family circle.

"Wish we could have a fire, so dad'd come home today," exclaimed a small tot, the child of a city fireman, a short time ago.

The two-platoon system does not endanger the safety of home or business building; operating under it the men are no less efficient, from the standpoint of safety from conflagration; rather, safety is increased, efficiency of the men doubled.

Under this plan, the men, while on duty but twelve hours a day, are always subject to call in case of a big fire. While one shift of men at a fire station is resting or getting reacquainted with family, or occasionally seeing a show or doing any one or more of the things that the ordinary man is wont to do, the other shift is on duty, ready for instant call.

Omaha, Neb., and over 50 other large places have had the benefits of the double-platoon system for years. Reports from these cities indicate that it is eminently satisfactory in every respect.

The two-platoon system has even been drawn to the attention of Washington, the merits of this plan having received the following favorable mention in a congressional report:

"The two-platoon system is nothing more than a scientific adjustment of the fire force, serving two purposes. First, using the fire fighting apparatus to the utmost capacity, thereby decreasing the expense of purchasing and operating additional apparatus. Second, permitting the members of the department more time off duty, which will make for efficient service by reason of the contented personnel."

The amendment, which would place the firemen on an equality with others who enjoy "life, liberty and the pursuit of happiness," is the first amendment on the ballot—No. 1. The title is "Fixing hours of employment of municipal fire departments."

The cost of operating under such a system in Denver would be but little, according to figures compiled by City Auditor Stackhouse. This figure is based upon an increase in the fire fighting force of fifty-six men.

Spread over the taxes for a year, it amounts to comparatively little — about 20 cents per $1,000. The increase in efficiency of the firemen, practical doubling of their strength, and from an humanitarian standpoint the passage of the amendment is well worth 20 cents a thousand dollars to the taxpayers.

Shown by Parade

A week ago the authorities in Boston thought it would be a pretty good idea to show to the citizens that they have a fire department that any city may well feel proud of and everyone who witnessed the demonstration and parade of the firemen were convinced that every cent which the city pays for this important department was good money well spent. The mere fact that more than 300 officers and men who were on their day off gave this up to participate in the parade showed its benefits.

There were hundreds of firemen from all parts of the State present to see the demonstrations when the firemen got to using all the kit they have many occasions to use in a year. In the apparatus line it can be safely said that the city of Boston is not behind in giving their firemen all the up-to-date apparatus.

The superiority of the motor apparatus over the horse was seen at Beacon Hill. Mayor Peters and the Fire Commissioner have known this for a long time, and it will be only a short while before Boston has its fire department fully equipped with motors.

Though not a believer in holding a watch when the firemen are out for a demonstration, it was shown that the Boston firemen have gained efficiency.

The value of their drill school has so often been shown that the citizens of Boston were not surprised at the time made by their firemen. What is true of Boston is just as true in this city, only we have not a drill school, although this city pays to its firemen just as much money as in Boston. There are many of the large taxpayers who think that if a drill school is a good thing, for a city as small as Salem, it is up to Chief Chase to have one in Lynn, when the cost will not run more than $1,000.

Chief Chase has a large number of men who are an unknown factor in genuine fire fighting, as they have never had a chance except in the engine house or an hour's drill on some building to become acquainted with all the tools used at a fire, but there is not a man but who would like to go out and take his instruction on a tower and where all the tools that could possibly be called for at a working fire should be brought into use.

The parade in Boston could not have brought about a better showing of the Boston firemen if they had tried a life time. It will be one of the best wedges for the two-platoon system.—Lynn, Mass., News.

Literature for Firemen

Establishment of a permanent fund, the income from which is to be used for the purchase of magazines and books for the fire department, is provided for in an ordinance passed by the city council.

The city treasurer is authorized to receive any donation or gift tendered by any person desiring to assist in carrying out the purpose for which the fund is created.

It was explained that a fund amounting to between $500 and $600 belonging to the old volunteer fire department is held in trust by C. B. Mann, one of the early fire chiefs of the city for the benefit of the department and it is desired to make the income from this fund, together with any additions that may be received, available for the purchase of reading matter for the fire boys.—Olympia, Wash., Recorder.

FIRE SERVICE

LETTER FROM CHIEF McDONALD

He Says Jackson, Miss., "Will Never Return to That Old System" of Continuous Service

The 429th city to be reported as having adopted the two-platoon system for its fire department is Jackson, Miss., with a population according to the last census of 21,262.

Chief L. R. McDonald, of Jackson, thinks this is a great step in advance and has nothing but contempt for the old system of Continuous Service which the new system replaces.

He says that Jackson will never return to the old system. We hope not. How it ever lasted so long as it did before Fire Service came out for a wholesale reform of the entire fire service of the world on modern lines, is something we have not yet been able to understand.

Perhaps the fire service was asleep, drowsing in the engine houses, thinking of old times, brooding on the dead and gone and not aware of the fact that the world was moving away from it very rapidly until it suddenly discovered, when its attention was called to it, that it had been left far behind the times and was stranded on an industrial system evolved out of Civil War conditions and the only surviving relic in these days of the industrial Middle Ages.

Yet it may astonish many people to see the good old state of Mississippi in the van of Progress while Boston, claiming to be the leader in civilization, is fighting desperately to prevent being modernized.

In an interesting letter to Fire Service Chief McDonald says:

City of Jackson, Mississippi.

Fire Service,
New York.

Gentlemen — Enclosed herewith find check for your valuable Fire Service magazine.

I am proud to advise you that my department has been operating under the good old Platoon System very, very successfully ever since Feb. 15, 1920. We were given this system by our honorable Mayor and Commissioners.

Everybody connected to this department has been happy ever since that miserable 24-hour duty was abolished.

We will never return to that old system. Nothing too good can be said for the Platoon System.

Very truly,
L. R. McDonald, Chief.

30 CITIES ADOPT THREE-PLATOONS

Eight-Hour Law Goes Into Effect in Many of the Italian Fire Departments

By Ferdinando C. Cusani,
Chief, Fire Department, Milan, Italy.

Very often, when writing about the adoption of two-platoons, Fire Service speaks about the Italian fire departments as being operated under that system.

This is only partly true because, while mostly all the paid departments, numbering about 150, worked under two-platoons, those in the greater cities, thirty in number, have changed to three-platoons, under the eight-hour law for municipal employes.

Too little experience has been had till now to give a clear idea of the advantages of such a system, which, on the other hand, is a rather heavy burden on municipal finances and which, barring perhaps seven or eight cities where fire risks are heavy, would perhaps not be justified.

The Italian point of view about platoon service is that, as fire departments are not being considered any more, barring one or two cities, as armed bodies for municipal protection, a fireman is simply a city employe, the same as a municipal railway motorman or conductor, or a clerk in the City Hall.

The fire department cannot consider him, therefore, as subject to all rules and regulations when on the off shift, provided he behaves well and answers to general and conflagration alarms.

Many firemen in the greater cities are therefore working at some special trade at their homes when off duty, and the department officials do not think of preventing them from so doing, no authority being given to deal with such cases.

In an effort to keep the firemen near the stations even while off duty, the repair shops are generally manned by men on the off shift, working as carpenters, mechanics, etc., on extra pay. This arrangement generally meets with the approval of the firemen, who prefer working at the station rather than go outside to ply their trade.

With minor differences in the details, all uniforms and fire garments are supplied by the municipal authorities. The Milan department, for instance, furnishes each probationer entering the service: one street uniform of blue cloth, two pairs of shoes, one fire uniform, one pair of leather boots, two gray corduroy station uniforms, one street cap of blue cloth, one station cap of same type, one steel fire helmet, one life belt and hatchet, four flannel shirts and other underwear.

For the first two years, the men under probation are required to sleep at the fire stations even when off duty, but their working hours are eight, exactly as for the permanent firemen. During this period they are not allowed to marry, it being considered that this instruction period being the most dangerous, they must not risk to jeopardise the existence of a newly formed family.

After the two years of probation, the men have to pass a second civil service examination, merits being given for good behavior and performance during the two years. Upon being appointed on the permanent list they are not required to sleep in quarters excepting when on night duty, each man being supplied with his own bed and locker which are not used in the week he is on day duty.

It is interesting to note that, although firemen in the Milano and other big departments are very well paid, wages being on an average 20 per cent higher than for similar industrial trades, the fire department supplies abundant food, free of charge, every day to the probations, and to the permanent men while on duty.

In one of the last issues of Fire Service it was pointed out that the Italian seaports are the best protected in the world. This may perhaps lead to some confusion in the case of some American eye witness, the harbor fire service lacking often the spectacular features of American fire fighting.

It is very rare indeed that a dangerous fire should threaten waterfront warehouses, owing to the very careful fire prevention work carried out by the harbor authorities and the fire departments, but, when a fire breaks out, the local departments can almost always count upon the help of the fire fighters of the Navy Department, carefully organized fire departments, equipped with up-to-date gasoline fireboats and powerful automobile fire engines and trucks being maintained by the Navy in mostly all the great harbors and navy yards.

Fireboats used in Italy are by no means generally built outside the country, a good number being of national make, the most important builders being the Gio. Ansaldo, the San-Giorgio and the Cerpelli companies. Land fire apparatus of modern types is made in Italy, the motor fire engines being generally of Isotta-Fraschini, F.I.A.T. and Lancia make, with De Manresa-Bergomi or Tamini pumps. Steamers, which are only used in important fires on third and general alarms, are mostly of British make, both Merrywheather and Shand, Mason & Co., with a few German ones, E. C. Flader and J. Chr. Braun, and some of Austrian manufacture (Czermack and Knaust). Aerial ladders are both of Italian ("Porta," "L' Italiana," "Forti") and of German (Magirus, Ewald, Lieb) manufacture, while all remaining apparatus is strictly Italian.

A fire protection law has been entered before Parliament, which makes fire protection (organization of departments and fire prevention) compulsory for all incorporated cities and townships, only towns of less than 30 000 inhabitants being allowed to operate their fire departments with call men and volunteers under this new law.

Italian fire departments, after all, lack all the comic features and gold braid and brass effects which American fire fighters in the A. E. F. were wont to report in their letters to the folks at home, and make it their special business to put out fires and give help in case of accidents (all departments perform, as a side line, ambulance service), and some of them may be looked upon as the most up-to-date in all Europe.

A dispatch from Lancaster, Mass., to the Worcester Gazette, Nov. 1.., said: "Fire today completely destroyed the two-tenement house of Mrs. John Clark on Shirley street, occupied by Mrs. Clark and the family of Joseph E. Kirnear, causing a loss estimated at $3,500. It is claimed that members of the Lancaster fire department knew of the fire ten minutes before the alarm was sounded but that they delayed sending in the alarm until the town clock had struck the hour of 10. It is stated that the department was aware of the fire at 9.50 and that as the fire alarm is sounded from the same bell that sounds the hourly time it was decided to wait until 10 o'clock and the hour had been struck before sounding the alarm for the fire."

DEATH OF CHIEF CADE

93 Massachusetts Fire Chiefs Attended the Funeral at Wakefield

William E. Cade, chief of the Wakefield, Mass., fire department, died Nov. 27 in Wakefield of indigestion after a few hours' illness. He was chief of the Wakefield fire department for 21 years, and a member of the fire department for 35 years.

Chief Cade was one of the best known fire chiefs in New England. Between 1918 and 1919 he was president of the Massachusetts State Firemen's Association. For several years he was secretary of the Massachusetts Fire Chiefs' Club, holding that office at his death.

Mr. Cade was born in Cambridge 61 years ago and came to Wakefield in 1885. Under his administration the fire department was built up from a few pieces of hand-driven, antiquated apparatus to a department of motor driven machines, a model of its kind.

Chief Cade is survived by his wife, a son, William E. Cade, Jr., of Wakefield; a daughter, Mrs. Thomas F. Murphy of Dorchester; two brothers, Albert D. and Harry F. Cade of Arlington, and a sister, Mrs. John H. Dardes of Cambridge.

Ninety-three chiefs of fire departments in Massachusetts cities and towns attended the funeral from the Wakefield Congregational Church. The attendance was the largest in many years at a funeral of a Wakefield municipal official.

A parade of approximately 250 firemen, members of the local department and representatives from out of town, started from the central fire station, near the residence of the late chief, and escorted the body to the church.

The parade started at 1.55 o'clock, the hour at which Chief Cade died the previous Friday, directly after the sounding of box 116, which was the last box to which he had responded. Following the box number, the "all out" was sounded.

The Rev. Austin Rice, pastor, officiated at the services at the church. The pallbearers were Chiefs George Johnson, of Waltham, and Jesse Barrett, of Peabody, representing the Fire Chiefs' Club of Massachusetts; George W. Abbott, representing the Wakefield Elks; Charles F. Derrick, representing the Royal Arcanum; Capt. William H. Tyzzer, representing the permanent men of the local department, and Assistant Chief Edward S. Jacobs.

The 93 fire chiefs present were members of the Fire Chiefs' Club of Massachusetts, of which Chief Cade was secretary-treasurer and former president.

Chief Rich of Somerville, president of the club, was a mourner. Other prominent chiefs present included Leonard of Taunton, president of the Massachusetts Firemen's Relief Association, of which Chief Cade was a former president, and Peter Walsh of Boston. Also present were about 100 other firemen from communities outside Wakefield.

Burial was in Mt. Hope cemetery.

N. Y. STATE FIREMEN'S CONVENTION

Two Platoons Endorsed and Will Receive "Concentrated Attention"

The first annual convention of the N. Y. State Permanent Firemen's Association was held in Chancellor's Hall, Albany, Nov. 29, when the session was called to order by President Thomas H. Benson.

After an invocation by Rev. Ernest P. Neville of Granville, Mayor James R. Watt extended the welcome of the city and declared it to be an honor to welcome the state firemen. It was his desire to make Albany a convention city. He was proud of the city and its fire department, 50 per cent of which was already motorized. Mayor Watt stated that he appreciated the work President Benson had accomplished and on behalf of the Albany firemen presented him a gold watch and chain.

In response President Benson thanked Mayor Watt and the department for the support required for the convention. He will always remember the splendid gift and declared that he would appreciate it as long as he lived.

In the registration of delegates Rochester had two, Yonkers one, Schenectady four, Albany fifteen, Utica three, Troy five, Saratoga four, Cohoes five, Mt. Vernon three, Auburn one, Amsterdam three, Rensselaer three, Poughkeepsie four.

President Benson submitted a printed statement of the assets of the association from the cities assessed 10 cents per member, as follows:

Albany	$17.30
Amsterdam	3.80
Auburn	3.80
Batavia	5.00
Cohoes	2.40
Gloversville	1.50
Jamestown	5.00
Plattsburgh	.60
Rochester	25.00
Schenectady	9.50
Troy	5.00
Utica	11.50
Yonkers	6.40
Saratoga	1.10
Rensselaer	.70
Tonawanda	1.20

The expenditures included $30 for the state charter, $11.50 for state seal and a number of minor items.

A meeting was held at the Hampton Hotel, Albany, on May 26 last for the purpose of organization with six cities represented. The name adopted was suggested by John G. Kelly of Schenectady. After the reading of the minutes they were adopted.

For the committee on resolutions President Benson named Hiram Rosenbloom, Rochester; John G. Kelly, Schenectady; Frank L. Allen, Saratoga; David F. Curran, Yonkers; J. H. Clark, Auburn; William McGrath, Troy; George Buckley, Cohoes; Messrs. Smith, Utica; Lyman, Albany, and Potter, Poughkeepsie. Frank Finden resigned as first vice president and was elected secretary-treasurer. Thomas H. Benson will continue as president, and Hiram Rosenbloom was chosen first vice president; second vice president, Fred Anderson, Poughkeepsie; third vice president, David F. Curran, Yonkers; fourth vice president, Stephen Crandell, Rensselaer; fifth vice president, William Dolan, Amsterdam; sergeant-at-arms, William Berry, Albany.

The committee on constitution and by-laws appointed May 26 reported and the articles submitted called forth considerable discussion in several particulars. One calling for the enrollment of the Albany Protectives as members, presented by Captain Arthur McAuley, after a spirited discussion was withdrawn.

At this point a committee of two was named to escort to the platform Fred V. Wilson, representative of the American-La France Fire Engine Co. of Elmira. Mr. Wilson spoke briefly and announced that he might be counted upon to do all he could to forward the work of the association.

After luncheon a lengthy discussion ensued in fixing the date for the next convention upon the Monday following Labor Day in September next on the motion of Capt. John J. Evers of Troy.

In considering the matter of assessments President Benson called attention to the fact that the affairs of the association had become perfected and he prophesied that the membership would now grow and this would be accomplished only with a good revenue. After a number of suggestions the motion of John G. Kelly making the initiation fee 25 cents and 10 cents a month dues was carried. On the motion of Mr. Evers the matter of all members eligible for pensions was laid over until the next convention. It was decided to have representation in future conventions based on the number of paid members as follows: Cities with less than 100, one delegate; cities with between 100 and 175, two delegates; cities with between 175 and 300, three delegates; cities with between 300 and 500, four delegates; cities with more than 500, five delegates.

The resolutions committee reported in favor of legislative actions for two platoons and to decide which plan was to be favored, either 10 hours on and 14 hours off or 24 hours on and 24 hours off agreeable to the various cities.

Resolutions were also passed thanking Mayor Watt and Rev. Father Neville and opposition to the bill disqualifying the members of the Washington, D. C., department from affiliation with other organizations.

The committee reported that it had decided to concentrate all its effort on the two-platoon measure. The newspapers of Albany and elsewhere were given a vote of thanks for all reference to this convention. As to the salary to be paid Secretary-Treasurer Frank Emden, the amount was left to the discretion of the executive committee, as was the place for holding the next convention. The services of John G. Kelly, Schenectady, and James Lynch, Albany, were commended and the members of the Albany department given a rising vote of thanks for their entertainment. President Benson in declaring the convention adjourned was happy in the thought that the association was now in good working order and everything looked bright for a prosperous future. He thanked the members for the work undertaken to accomplish this result.

Line was formed by the delegates and headed by the Orphans' Drum Corps they proceeded to Washington Hall, where a repast was enjoyed. A concert and ball at the State Armory had a large attendance. After the grand march former commissioner William J. Rice presented war service medals to the following members of the Albany fire department: Arthur McAuley, Edward Quinlan, William Zenser, Fred Zenser, Frederick Baker, Thomas Ray, Howard Raeder, F. A. Evans, J. B. Flannigan, Cornelius Patterson, Jr., Fred C. Mundt, K. F. Kilmartin, E. A. Durney, Jr., M. Hun, J. F. Coyle and James McCann.

The souvenir program distributed at the Armory contained photos of Mayor Watt, Public Safety Commissioners Frost and Barry, Chief Bridgeford and President Benson. The latter proved to be a model presiding officer.

PATROLS ON DOUBLE SHIFT

Ten Stations in New York Put on Platoons December First

The N. Y. Evening Telegram Dec. 1 said:

The two-platoon system under which members of the City Fire Department work, was started today in the fire patrol stations of the city. Ten of them are operated by the Fire Underwriters.

For a long time, fire patrol members labored all day at a wage far below that of the city-paid smoke eaters. After much agitation, the men in the employ of the insurance brokers won an increase in pay.

Today's move brings the fire patrol system on a par with that of the city's forces. The men are graded, paid, and will work the same hours as those in the employ of the municipality.

"LEAVE IT TO THE CHIEF"

City Council of Tiffin, Ohio, Refuse to Install Two-Platoons

The most remarkable twisting and turning by city officials in an effort to evade the mandatory law of Ohio compelling the installation of the two-platoon system in all the fire departments of the state are those developed in Tiffin.

A lot of valuable time has been wasted there in discussions about "rights of the city" which have no existence, having been wiped out by the Legislature, and interpretations of a statute that are laughable.

Thus the Council say they will not install the two-platoon system but will leave it to the Fire Chief to do so or not as he sees fit.

They never apparently read the law, for neither the Council nor the Chief have any discretion in the matter. The Chief is obliged under the law to install the system and any expense he is put to thereby is a legal obligation of the city regardless of the debt limit, of the charter or of the refusal of the Council to pay the bills.

The Tribune of Tiffin, Ohio, Nov. 26 said:

A flat refusal to have anything to do with the establishment of a platoon system in the city fire department was the answer of the city council to the petition of firemen.

The refusal was grounded on two reasons. Alleged failure of city firemen to make good their promise not to demand the change if granted salary increases and lack of authority to legally establish the system.

It was held that the law places the initiative in establishing the platoon system upon the fire chief.

The statute governing the question specifies that the chief of the fire department shall divide the department into platoons, giving each 24 hours on and 24 hours off duty. If firemen desire this system, they are welcome to it, members of the council declared, pointing out that it would not be very profitable to them.

When firemen were given increased salaries, they were put on a per diem basis, a provision cited by members of the council in proof of the agreement of the men not to demand the platoon system if given increases. They are to receive, under the salary ordinance, $4.17 for each day of 24 hours. Upon this basis firemen working under the platoon system would receive $62.55 for a month of 30 days.

Wednesday night's meeting ended after a brief discussion of the situation. Fire Chief Grogg, whose interest has been solely to maintain the efficiency of the department, explained how a decrease in the personnel would interfere with the work of the force.

To properly maintain the department under the platoon system, he pointed out, it would be necessary to put on two men at engine house No. 2 in order that there would be three men on duty at all times and similarly three additional men would be needed at House No. 1 to keep five constantly on duty there. He explained that it is necessary to have at least one man at a hydrant, one man to break hose and one man at the nozzle in handling a line of hose.

Chief Grogg explained the difficulty in obtaining competent men and expressed the belief that this would particularly apply to mechanics. He said he had trouble getting a sufficient number of men to keep up the department, the long hours being the chief drawback. The chief also told the council that if the department is reduced in size provision will have to be made for call or minute men.

"Chief, you heard the men say if they would get the increase they would not ask for the platoon system?" asked Councilman Albert.

"Yes," the chief answered.

"We do not think we got a square deal," said Mr. Albert, "because they are not men of their word. When it comes to the council granting the platoon system, we cannot, because that is up to the chief. You will find the sentiment of the people is strictly opposed to the attitude the firemen have taken after taking a $25 increase."

The chief expressed the belief that the fact that Lima, Mansfield, Findlay and other places were putting the system into effect caused the men to desire the change here. He said that he could not keep the department up to standard under the system without putting on more men.

He declared that a fireman puts in more time than any other workman except a lighthouse keeper.

"The man who applies knows how many hours he has to work," said Mr. Albert. "They understand the job before applying."

The insurance rate question was touched on by the chief, who explained that no rating had been made here for 12 years despite the fact that it had been the custom to do so every two years. The rates, he said, had been decreased after engine house No. 2 had been established.

"How many men will quit if you tell them the council will not raise their salaries but will make them keep their word?" asked City Solicitor Leister, a question the chief confessed he could not answer.

Officials took occasion to express certainty that the chief was only actuated by interest in the efficiency of the department and the good of the city.

"If it had not been for the promise of the men of the fire department not to ask a change in the system they would not have received a $25 raise," Councilman Frank Russell said. "They would have gotten some raise but it would not have been $25. As the law says it is up to the fire chief, I am going to make a motion that this council adjourn."

In this way the question came to an end, at least for the present, so far as the council is concerned.

Enormous Insurance Profits

A hearing was given by the State Board of Appeal for Insurance rates on the petition of five shoe manufacturing companies for a reduction in the rates charged them by fire insurers. The petitioners were the Perry, Malcolm Co., Haverhill; Preston B. Keith Shoe Co., Campello and Brockton; A. J. Bates Co., Webster Hazen, B. Goodrich & Co., Haverhill, and the Ashby-Crawford Co., Hudson.

The action of the shoe manufacturers was taken at the instance of the firm of Smith Insurance Service, Inc., a consulting company for holders of large insurance policies.

Fred S. Smith of this firm appeared for the petitioners at the hearing. He told the board that the rates now charged shoe manufacturers whose factories are equipped with sprinkler systems are far too high and asked that a recommendation for a 50 per cent reduction be made in these rates.

He said that statistics received from 93 shoe manufacturers in New England show that during recent years premiums totaling $1,365,700 were paid on property valued at $61,000,000 and on which the fire losses amounted to $311,158.

The ratio of losses to premiums was about 29 per cent, he said, and if the losses incurred in the Salem conflagration are excluded the ratio would be but 6 per cent.

Although as stated in the last report of the insurance commissioner the ratio of fire loss to premiums had dropped generally during the last five years from 59 per cent to 32 per cent, shoe manufacturers operating factories with sprinklers had seen no corresponding drop in rates, he argued.—Boston Globe.

Liverpool's Fire Boats

A recent article in The Fireman of London, republished in these pages, conveyed the impression that there were no fireboats at Liverpool, Glasgow and Newcastle. This mistake has now been cleared up by correspondence published as follows:

To the Editor:

Sir — In your October number I notice that you say, in reference to the protection from fire of Venice, that whilst the London water area is well served by the fire floats of the London Fire Brigade, it is a notable fact that Liverpool, Glasgow and Newcastle Brigades, who are responsible for far greater water-side risks than exists in the Italian ports, possess no fire floats.

So far as Liverpool is concerned this is not correct; there are five fire floats, varying in length from 170 feet to 90 feet and 30 feet to 80 feet in beam, fitted with pumps of the following capacity: 2,000, 1,500, 750, 750 and 500 gallons per minute. These vessels are the property of the Mersey Docks and Harbour Board, and are placed at the disposal of the Fire Brigade and unreservedly under their control on the occasion of fires in the docks or river. Alex. W. Weir, Chief Supt.

Central Fire Station, Liverpool.

(We gladly publish the above, but the writer of the article in question, to whom the matter has been referred, points out that his statement was not that there are no fire floats at Liverpool, but to the effect that the Liverpool, Glasgow and Newcastle Fire Brigades do not themselves possess any fire floats.—Editor, Fireman.)

FIRE SERVICE

Issued every Saturday in the Interests of Fire Fighters by

FRANK K. KAUFFMAN
at 225 Fifth Avenue - - New York

FIRE SERVICE is the only national weekly in America devoted exclusively to the Fire Service.

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Strange Views in Tiffin

While it is very common to find members of the Council and Aldermen of American cities who are grossly ignorant of the legal aspects of their responsibilities and who ought to be laying bricks instead of making laws, those who are obstructing the installation of the two-platoon system in the fire department of Tiffin, O., "take the cake." They refuse to install the system for the following reasons:

1st—The Empty Safe.

2d—"The law places the initiative in establishing the system upon the Fire Chief."

3d—The firemen promised if they were given a raise they would not ask for platoons.

We beg to inform the authorities of Tiffin that none of these excuses possesses the slightest validity. Neither the firemen, the Council, nor the Fire Chief have anything whatever to do with the matter.

They have no option because they are subject to the mandatory law of the State of Ohio making the installation of the two-platoon system compulsory in every fire department within the state.

Tiffin cannot set its opinion over the statutes of the State of Ohio. The firemen of Tiffin have no power to make a promise or condition that would invalidate a state law. The Fire Chief of Tiffin has no discretion in the matter but is commanded by the supreme law of the state to install the system.

The law does not say he "may" install it, but that he "shall" install it. The difference in the meaning of these two words is the difference between a discretionary law and a mandatory law.

The "Stairless" House

We rarely get any improvements from New York but frequently surprising illustrations of official negligence.

A week or two ago a fire panic occurred in a small theater and in it six children were killed. A thrill of horror went over the city.

Then the fire department got busy. It closed the old London Theater on the Bowery and raided the Horse Show on the last day of its exhibition.

About a week later another eye-opener occurred, when five people were killed at a fire in a "stairless" house. A lot of "stairless" houses are now in danger of being raided, although why they were ever allowed to be "stairless" or built in such a dangerous condition and occupied without due warning, has not been explained.

Queer "Confidence"

"One's confidence in popular institutions receives a decided stimulus by the action of the voters of Boston on the two-platoon question." — Boston Herald.

We fear that our esteemed contemporary will lose what little "confidence" it appears to have in popular institutions when it receives the news from the entire state of Colorado and from two cities of Massachusetts on the same question at the same election.

Boston is voting against all the other states and cities of the world.

It is voting for the maintenance of what an eminent jurist describes as a crime. It is setting its opinion up against that of more than a dozen great sovereign states of this country and against the conviction of over 150 American cities where the people at elections have repudiated Continuous Service by overwhelming majorities.

It is voting for Money as against Men, for Stagnation as against Progress, for Crime as against Civilization.

The Herald's information is wrong. Popular institutions all over the world are wiping Continuous Service off the face of the earth. They will continue to do so until it is finally extinguished in the near future. And we do not doubt that it will be wiped out even in Boston.

The Eight-Hour Day

The point of "development" reached by the Italian fire service in making it "easy for the men," as related by the Chief of the Milan fire department in a letter on another page, is enough to make the most ardent reformers in this country gasp with astonishment.

If the request for the two-platoons in this country is being greeted as "Bolshevism," what would be said about 30 great cities putting their fire departments on a three-platoon basis, not only feeding all the men and giving them all their clothing, but hiring them to work for the fire department on their off hours?

In Italy 150 cities were working their fire departments on a two-platoon basis when an eight-hour law for municipal employees went into effect so far as the big cities were concerned, and 30 of these conformed by adopting three-platoons for the fire department.

On another page the Milan Chief tells how this system is working, but he says that it has been in effect so short a time that its full effects cannot yet be ascertained.

A New Idea

A novel idea which might well be put into universal practice throughout the United States, has been inaugurated by the State of Pennsylvania, which is giving instruction in fire fighting to the members of small volunteer departments. Volunteer firemen throughout the State are receiving lessons in the most approved methods of fire fighting from the State bureau of fire protection. A pamphlet has been issued by the bureau and it has been sent to chiefs of all fire departments for distribution to their members.

The pamphlet contains 20 lessons covering all phases of fires, their origin, the proper handling of nozzles, cellar, subway and ship fires, roof lines, hose, nozzles and pressures; still alarms, chimney fires, grease, oil, paint, tar and similar fires; defective flues, gas fires, electric fires, duties of truck companies, how to open locked doors and the proper method of combatting all kinds of fires.

According to Major C. M. Wilhelm, chief of the bureau, this is the first time fire-fighting information has been compiled for this purpose. He said the lessons contain instructions that will have a far-reaching effect in reducing the enormous fire loss in the State.

The lessons were prepared by Frank Hockreiter, Chief of the fire department of Wilkes-Barre, co-operating with the bureau of fire protection.

That Graft Charge

Printer's Ink for October 7, quoted an ex-salesman to the effect that graft was so prevalent in the sale of fire-fighting apparatus to municipalities that he had to quit the business to save his self-respect. Commenting upon this statement, Fire and Water Engineering stated:

"All will welcome the day when the buying and selling of equipment of every description will be as clean-cut and business-like in the case of municipalities as it presumably is in dealings between such firms as Tiffany and the National City Bank; and in this work Fire and Water Engineering is proud to play a part."

Fire Service, a periodical of the same industry, questions the validity of the charge on the evidence furnished, but is equally severe in its condemnation of bribery, if such is being practiced, saying in its issue of November 6:

"Every fire chief in purchasing apparatus represents and acts for the public, and any manufacturer who bribes or attempts to bribe him is committing a crime against the people punishable with the severest penalties." — The Commercial Bribery and Tipping Review.

"Real Fireman's Publication"

New Orleans, La.

Fire Service,
New York.

Sirs — Enclosed find money order for $2.50 to cover renewal of my subscription to Fire Service.

The Louisiana General Assembly is in session and I am sure, from general indications, your valuable journal will soon be able to record the City of New Orleans in the two-platoon column and every city of 10 000 population or over in the state as well.

Best wishes for the continued success of the "Real Fireman's Publication" — Fire Service. Very truly yours,

J. S. Timlin,
Capt. Hook & Ladder No. 9, N.O.F.D.

"ONE OF THE WORST BREAKS"

Sudden Action by Fire Department Excites Derision in New York

Town Topics, New York, says:

The fire department made one of the worst breaks in its history by a foolishly spectacular raid on the National Horse Show, one that will be difficult to explain with any degree of satisfaction to the public and all concerned.

After the exhibition had been running the entire week, a force of men appeared after the morning session Saturday and threatened to close the doors on the afternoon performance if the decorations were not promptly ripped out, it being suddenly and inexplicably claimed that these constituted a fire risk. Only the prompt action of the management averted the disappointment of the 10,000 horse-loving enthusiasts who had taken seats of admission to the show.

For months past everyone of average intelligence knew the Horse Show was to be held, knew also that it was the custom of the National to lavishly decorate the sordid old building, and yet no official inspection was made and nothing done. Further than that, Commissioner Drennan was on Monday night the guest of the National Horse Show Association and thus was personally aware of what the decorations and other surroundings consisted. All of which, as in other years, had been copiously sprayed with non-inflammable wash.

Officers were posted all over the building during the week to stop smoking, and every precaution taken, but all without avail when the fire department, in a sudden impulse, decreed that a spectacular raid was necessary.

It does not require the seventh son of a seventh son to discern a rational probability for this action, but in these days, when every public body is under the microscope as to its actions, it seems the worst of poor management for the fire department to rush in where wiser angels feared to tread. As a matter of fact it is a world-wide axiom in the field of sport that it is foolish to insist on playing the time-honored game of touche-la without making sure that the opponent selected is perfectly willing to play the game according to Hoyle and abide by the result.

The Brooklyn Eagle said: "All decorations, including the replica of a village, at the Horse Show, were condemned as fire hazards, and ordered removed at once by Fire Commissioner Thomas J. Drennan, Assistant Chief "Smoky Joe" Martin, and Battalion Chief Joseph O'Hanlon.

Threats were made to stop the exhibition until the order was obeyed, but Commissioner Drennan finally relented and allowed the last day exhibitions to proceed, while firemen under his direction began stripping the arena bare, leaving only the human decorations in the astounded boxes.

Commissioner Drennan said that while the officials of the Horse Show had their decorations fireproofed at the beginning of the week, the fireproofing had evaporated to such an extent that it was little better than tinder which could be touched off into a disaster by a carelessly dropped match.

A statement criticising the action of Fire Commissioner Drennan, in ordering the decorations removed, was issued last night by Frank T. Clark, superintendent for the National Horse Show Association of America, Limited, under the auspices of which the show was given.

"The raid on the part of the fire department is an outrage. The National Horse Show Association, during its 37 years existence, has always strictly observed the rules of the department and has even gone further than the rules required, says the statement."

THE 8-HOUR DAY

Six Months Compromise Offered by the Firemen of Toledo, Ohio

The News of Toledo, O., Nov. 24 said:

The executive committee of the Firemen's Union, at a meeting with city officials in Council Chamber, finding that the city could not possibly provide the money to put the eight-hour day charter amendment into effect on Jan. 1, as hoped for, suggested a temporary compromise.

This is a plan to work 56 hours a week instead of 48, in shifts of 12 hours on duty and 24 hours off. Under it they would lose their day off a week, but gain slightly on the present plan of 48 hours on duty and 48 hours off.

The firemen suggested the compromise to be effective for six months, with the idea that in that time the State Legislature will have provided financial relief for cities through a taxation plan that will enable Toledo to put the 8-hour law for firemen into complete effect.

The city administration will consider the suggestion. If the decision is favorable, the firemen will take the proposal before their union so it can be made effective as planned on Jan. 1.

Attorney Charles Northup, for the firemen, said there would be no strike.

Firemen had figured that the compromise could be put into effect with 65 additional men; but city officials figured that 18 men additional would turn the trick.

Mayor Schreiber, Safety Director Greenhalgh, Law Director Martin, Finance Director Higgins, Councilmen B. J. Dalkowski, Ed Cullen and Dominic Foy, Fire Chief Elling, Fire Secretary John Nort and the executive committee of the Firemen's Union were present.

Finance Director Higgins told the conference that he had just come from a meeting with Johnson Thurston of the sinking fund trustees who had told him that the trustees would enjoin the city if any attempt were made to spend more money next year than the city received.

It was shown by Finance Director Higgins that to grant the 8-hour day and to keep the fire department efficiency where it now is, by the addition of 156 men, was a financial impossibility. He showed that the total budget requested for the safety department alone next year were $1,880,420, leaving but $3,920,000 for the operation of every other city department, welfare, service, library and university, to say nothing of the general fund, from which $392,000 has been spent this year.

The two tax levies approved in the recent election will increase the taxes about $2.10 on each $1,000 valuation. For the first year the 8-hour day would have increased the tax rate another half mill.

Attorney Northup, for the firemen, said that under any conditions it looked as if the city was against another deficiency bond issue.

The Times of Toledo, O., Nov. 25 said:

Several spectacular developments in connection with the city firemen's efforts to secure the 8-hour day, which was granted to them by the voters a year ago, are expected to come to light at the meeting of the fire fighters' committee with Mayor Schreiber, Safety Director Greenhalgh and other city officials in the council chamber.

Although city officials said they had not decided what answer they will make to the proposal of the firemen that they be given temporarily a "12 hour on duty and 24 hour off duty" shift, in lieu of the 8-hour day, indications are that the proposition will be "turned down."

A report to Mayor Schreiber and Safety Director Greenhalgh by John Nort, secretary of the fire department, showed that it will be necessary to add 72 additional men to the department to put the proposed plan into effect.

Nort said 156 men are needed to put the 8-hour day into effect if the department is to be kept on its present plane of efficiency.

Reports current also intimated that in case the city does accept the firemen's temporary proposal a referendum may be started against the 8-hour day granted the men by the voters last November.

Securance of signatures of electors equal to 20 per cent of the votes cast for mayor at the election last November is necessary to have a special election called on the matter. However, this would mean less than 9,000 signers, as the total vote cast for mayor in 1919 was 44,072.

Persons familiar with the obtaining of referendum signatures point out that this number of signers could be secured easily, especially in view of the fact that all the women who registered for the last election would be eligible to sign.

The charter provides that such a referendum election must be called within 30 days, provided no regular election is to be held in the immediate future. If an election is held on the 8-hour day proposition and a majority of the people vote to abolish the 8-hour day, it will mean that the firemen will revert back to the double platoon system which is required by the state law, legal experts say.

Councilman B. J. Dalkowski, a member of the council sub-committee working in conjunction with the mayor and safety director on the 8-hour matter, expressed the opinion at the meeting in the council chamber that he did not think the people would have endorsed the 8-hour day plan if they knew the financial drain it was to be upon the city.

Mayor Schreiber also stated at this meeting that he did not see any way by which the city could raise any substantial sum of money with which to add any considerable number of men to the fire department.

From this statement of the mayor and the statements of other city officials present at the meeting, students of the 8-hour day for firemen take it that the city will refuse to adopt the plan of "12 hours on duty and 24 hours off duty" as proposed by the fire fighters' committee.

It also is possible that the city officials will ask the firemen's committee to take a vote among the men to ascertain whether or not they are in favor of operating under a double-platoon system of 48 hours on duty and 48 hours off duty until such time as the city has sufficient finances to make the 8-hour day possible.

FIRE APPARATUS GRAFT

Prosecutions and Convictions in Other Lines of Business

Concerning the assertion made by Fire and Water Engineering that the fire apparatus business is saturated with graft and bribery in which Fire Chiefs apparently are accused of taking money gifts in order to accept or recommend fire apparatus of inferior quality, a manufacturer of fire apparatus sends us the following clipping:

It may be interesting to those first becoming acquainted with the extent of commercial bribery, and with the movement to organize in the United States a "Business Ethics League" to promote sentiment and legislation against this practice, to learn that such an organization has been working effectively in England for a dozen years.

"The Bribery and Secret Commissions Prevention League" is the title of the English organization. In the October issue of its News-Sheet, the following review of its work appears:

"The League now has records of 302 convictions under the Prevention of Corruption Acts. Of these, 98 convictions were on indictment, 60 being obtained at the Central Criminal Court; and 204 were summary, 72 of these being obtained in London police courts.

"There have been 15 convictions in Scotland, two in the High Court; seven in Wales and Monmouth; three in Ireland.

"There have been seven appeals, none of them successful; but in one case the sentence was changed from three months' imprisonmnt to a fine of 50 pounds with 100 pounds cost, and in another the prisoner was placed in the first instead of the second division.

"In one instance the magistrate dismissed the case, but was ordered by the High Court to rehear it with the result that the defendant was convicted."

The function of this League, as will be the function of the "Business Ethics League of America," is to assist the officers of the government in prosecutions of persons accused of giving or receiving bribes. The English League also initiates prosecutions. Its membership, now about 1,000, includes the foremost business and industrial concerns in England.

FIREMEN RELY ON LUCK

One-Way Streets and Parking Obstacles Are Considered in Boston

The Boston Transcript says:

When one hears the clang of the fire apparatus bells or observes the apparatus rushing through the narrow streets of the downtown district he little realizes the anxiety on the part of the firemen to make their way, without serious loss of time, to the seat of the fire.

Nor is it often brought to his attention by official statement that it is mainly a matter of luck that the firemen are able to get to work promptly.

District Chief Cornelius J. O'Brien emphasized the dangers surrounding property interests by reason of the increasing use of automobile and truck, when he appeared before the Street Commissioners to oppose the board's suggestion that parking vehicles in the centre of Broad street, between State and Milk streets, be permitted.

No municipal bureau is more fully awake to the danger or perplexity of downtown congestion than the street laying out department, which formulates all the traffic regulations; but early in the summer certain tenants of the Board of Trade Building requested permission to park their cars practically without limit in the streets close to their offices. Broad street is fifty feet wide and it seemed possible to meet the emergency by utilizing its centre space.

When the hearing was first advertised, numerous business interests along Broad street filed objection to the published plan, on the ground that, being large and constant users of trucks and other heavy vehicles, such parking would interfere with their receipt and despatch of merchandise.

Nearly a score of persons addressed the commission, and the consensus of opinion appeared to be that parking should be permitted with freedom on the easterly and westerly side of the Board of Trade Building, comprising India and Broad streets; that "tail to curb" placing of cars would afford the maximum of relief; and that Broad street centre should be kept free.

But, as interesting as were the suggestions of parking from the fire and police departments and from business men generally, those for the restriction of traffic on Water, Exchange, and Central streets, by one-way provisions were the most important as affecting the entire district. There was also a suggestion from Lieut.-Col. John H. Dunn, member of the street commission, that Broad street also be made one-way. District Chief O'Brien and Lieut. Bernard J. Hoppe, the traffic official, endorsed the one-way suggestions.

Lieut. Hoppe told the business men that by a rigid enforcement of the law by the traffic officers business might be almost completely crippled in that vicinity. The police are obliged, on account of the street limitations and the great number of automobiles used in business, to wink at certain infractions, but when cars are tagged twice for the same offence the owners are summoned to court, with the result that court cases are rapidly increasing. He favored Water street being made one-way going east and Central street going west, saying that he believed much good would result.

District Chief O'Brien told of the difficulties experienced by the fire apparatus, not only in these two streets, but in other thoroughfares, the long ladders often causing damage to parked automobiles and the parked cars often delaying approach to hydrants. When the firemen recently arrived at a fire near Broad street and were attempting to connect with a certain hydrant it was necessary to move five cars. One of them, a Ford, was locked, so the firemen "took it bodily and lifted it to the sidewalk," he said.

Broad street is much used by the firemen. By parking automobiles between the Board of Trade Building and the Custom House, the fire department would have no objection, but the street was none too free at any time of the day and the firemen are obliged to use the utmost caution, the chief said.

Several of the speakers were afraid that if unlimited permission were given automobile owners to park their cars along Broad street, outsiders would take advantage of it and deprive the tenants of the space they constantly needed.

Chairman O'Callaghan reminded the speakers that it would be impossible for the commission to limit parking for tenants, and that, with no time limit, auto owners might go there early in the morning and park their cars for the day. Several speakers reminded the commission how essential it was for their business to have cars handy so that they could respond to one call after another quickly and not be forced to go to a garage. It was the same story that has been told over and over again from that section.

Plans for the changes at the central fire station on Church street, Salem, Mass., to accommodate a new 75-foot motor aerial ladder truck will not take definite form until after Architect John M. Gray and Chief Kimball inspect one or more fire stations in other cities which have a problem like that presented here, that is, of a narrow street for a big truck to run in and out of the headquarters. While the plans made by Mr. Gray appear to be all right, in that if the front is recessed 15 feet and a 15-foot door in the center is provided, there will be enough space for the 75-foot ladder truck to swing in and out of the station either way, Mayor Sullivan wished to be sure. He fears having the work done, getting the machine and then finding things won't work right. Until he is satisfied that the plans, from measurements of other fire houses with like conditions, go to prove that everything is all right, he will not give sanction to proceeding any farther with the project. As matters stand the money for both fire house changes and for the truck is available.

Fire truck which was driven from Minneapolis factory of Northern Fire Apparatus Co. to Morris, Ill., by Mayor Hall of Morris.

SERVICE NEWS FROM EVERYWHERE

New England States

At a recent meeting of the board members of Hartford, Conn., the commissioners were presented with a set of resolutions in which thanks were expressed for the installation of the two-platoon system, it being the first anniversary of the system, and a set was also sent to Mayor Brainard. The mayor wrote the following letter to Chairman McIntire in reply: "I wish to thank you and the board of fire commissioners for the copy of the resolutions which they forwarded to me. It is a great pleasure to feel that such cordial relations exist between the men and the commissioners of our city departments."

The Boston Fire Department Post 94, A. L., at a recent meeting with the consent and approval of Fire Commissioner Murphy and department heads of the legion, voted to change the name of the post to the Metropolitan Firemen's Post 94. The post is planning to give a big ball in the Commonwealth Armory on New Year's eve and the new name was adopted to enable the public to distinguish this ball from the annual affair of the fire department. Walter Green of Engine 31 is chairman of the ball committee. Prominent state and city officials are to be invited.

The number of district fire chiefs will be increased in Worcester, Mass., from three to four, provided the City Council favors the proposal of Alderman Southgate of Ward 9, chairman of the joint standing fire committee. He filed an order with City Clerk Towne instructing the fire committee to report on the advisability of such a step. Several captains and lieutenants will be in line for the new chieftainship provided the council approves the plan. Adoption of Alderman Southgate's idea would allow two district chiefs on duty in the daytime and two in the night hours, under the two-platoon system. His order is the result of a recent decision of City Solicitor Mawbey that district fire chiefs must adopt the two-platoon system. The district chiefs petitioned the council to allow them to take one day off in every three with the understanding that they would be on duty for the full 24 hours on every working day. Mr. Mawbey ruled that this petition could not be allowed under the law. To increase the number of district chiefs, the City Council must amend chapter 20 of the revised ordinances of 1909.

The possibility of a firemen's clambake at New Canaan, Conn., is very vague for the committee reported that it would cost $4 a plate to serve a first-class dinner. The bake will be postponed on account of the H. C. of L.

The flooring under the new motor pumping engine at the Central fire station at Newburyport, Mass., is in danger of giving way and the machine go crashing down to the basement if something in the way of strengthening it is not done. The committee on public safety has the matter under advisement. The members have made a number of examinations and agree that the situation is serious especially with the weight of the heavy washstand that has lately been added to that portion of the building. The engine weighs 7 1-2 tons and the ends of the beams of the floor are so loose that they settle to an appreciable degree under the strain of the burden. Opinions differ as to just what plan to pursue, but it is probable that the timbers will have additional posts and girders for support; but there are those who feel that the whole supporting structure should be renewed and at once.

The full bench of the Massachusetts Supreme Court has ordered a writ of mandamus to issue to compel the Firemen's Relief Fund Association of Boston to allow John E. Nolan, William H. Baldwin, Dennis J. Burnett, and Daniel F. O'Brien to vote for officers who have control of a fund of several hundreds of thousands of dollars raised for the benefit of sick and disabled firemen. The petitioners are not on the active force of the fire department, but have been assigned to duty in the repair and construction division, veterinary service and the fire alarm branch. For that reason the respondents claimed that the petitioners had no rights in the management of the relief fund. The court says that although the petitioners are not active members of the relief fund, their franchise to vote for officers is secured to them and to every other member of the fire department of Boston by the express terms of the statute under which the association was created.

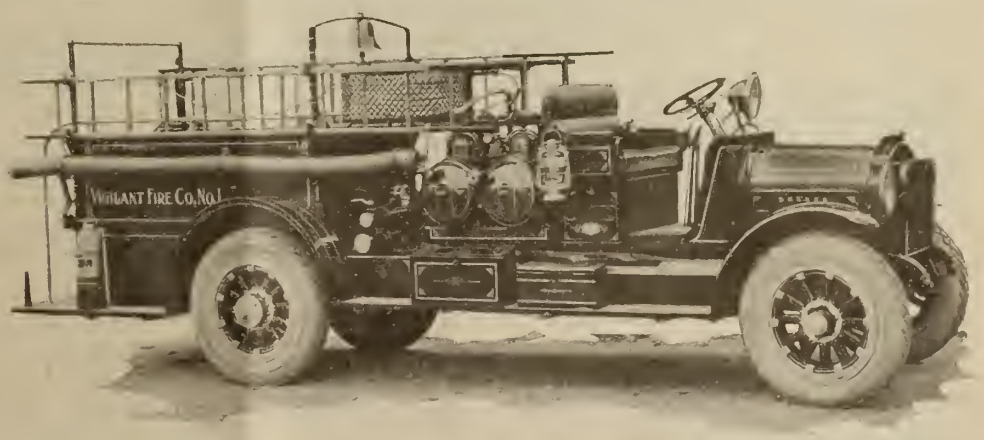
When the report of the finance committee, relative to the Kensington avenue fire house at New Britain, Conn., was read, Councilman King said he "had the pleasure" of visiting the house a short time ago and in his opinion, it is "an awful mess." In the boiler house, there is just about room enough for the boiler and perhaps two tons of coal, he said. Upstairs there is only one wardrobe and the soiled linen is thrown on top of that. He also criticized the water piping, and lack of any place to dry out hose. He said he will not be surprised if the board of fire commissioners comes in eventually for an appropriation of a few thousands of dollars for a tower to dry out the hose. Mayor Curtis said he is surprised at the councilman's remarks concerning the amount of coal that can be put in the cellar. He asked Alderman Gilpatric, chairman of the finance committee, concerning the amount of coal in the engine houses. Alderman Gilpatric said about thirty tons of coal have been put in the fire houses.

One fireman was killed and three others, including the captain of the company, were overcome at Springfield, Mass., Nov. 24, by coke gas from furnaces being used to dry out the plaster in the Armory street engine house. Ladderman Edward W. Conlon, 41, of 266 North Main street, died of gas poisoning, and Capt. Noah Ashley of 28 Grover street, Ladderman Stephen Henderson and George A. Fenn of 57 Grand street were overcome. The furnaces had been burning for three or four days, but none of the firemen had reported any ill effects from living in the poisoned atmosphere.

Fire Chief William F. Daly of Brockton attended the monthly meeting of the Massachusetts Fire Chiefs' Club. The meeting was in the council chamber of the Boston City Club. One of the principal movements discussed, according to Chief Daly, was relative to the legislation that would regulate the responsibility of real estate owners equally with the loss sustained by fire, after improper or complete lack of recognizance placed upon warnings received from fire officials in their locality regarding the existence of unsafe fire conditions in or about the property destroyed. The chief cited an instance of the object of the movement which was used during the conference: "If we warn a person, or the head of a manufacturing establishment or commercial enterprise to remedy some seriously menacing condition on or about his property, and he takes no recognition of our warning, and there shortly follows a serious fire which destroys or partially destroys that man's property, he should be made to stand the responsibility of the loss in equal ratio with the lack of attention paid by him to the warnings of the fire protective agencies of the community of which he is a part." The principal speakers at the meeting were Senator Wesley Monk of Watertown and F. P. Wentworth of the Fire Prevention Association of Massachusetts.

The first of three new motor vehicles to replace horse-drawn apparatus in the Somerville, Mass., fire department, a $2,000 car for District Chief Joseph A. Cribby, will shortly be placed in commission. A $12,000 triple combination pumping engine is due to arrive some time in December. The district chief's car and engine will be assigned to the quarters of Engine 6 on Holland street. A city service truck, made at a cost of $9,300, with a ladder equipment of 300 feet, and a 40-gallon chemical tank, is expected during January. It will be known as Ladder Truck No. 3 and will be stationed at the Broadway and New Cross street fire quarters. The present Engine 6 and hose wagon will be transferred to the quarters of Engine 4.

If two-thirds of the present membership of the Edgewood, R. I., Volunteer Fire Co. will coincide with their views the present board of directors will offer their property and equipment as a gift to the city of Cranston. This is perhaps the wisest suggestion yet made in connection



Triple combination of Vigilant Fire Co., Ebenezer, N. Y., bought of Buffalo Chemical Fire Extinguisher Co.

with the settlement of the controversy over the operation of that organization. This movement is well under way and supported by the business men of the community, who have been the keenest promoters of the body since its inception. The recent finding of the board of directors showing that the so-called "bar" had been looted of nearly $40 worth of stock and the intimation given out that they had been responsible for its disappearance has been the last straw that binds the energetic forces that have been behind the organization since it became a part of the community to that body and rather than have the disorganized members who seek to make trouble get control it is their plan to turn it over to the city. Opponents of the plan are loud in their denunciation of the proposed transfer, alleging that they have been instrumental in providing the firehouse, equipment and apparatus and that the city has been in no way responsible for its success. The directorate on the other hand contend that while there has been some energy displayed by the members of the fire association in general that for the greater part it has been those who now would transfer the duty of operation to the city. It is further contended by those who are supporting the stand of the board of directors that while a fund has been raised by the fire organization that it has been provided by citizens of the city, and that when it comes to saying what action should be taken that the residents who have been generous to the company should be given first thought. Behind the whole affair is said to lurk a political pot started to boil as a pre-election movement, but now that the balloting is all over the trouble makers would get back to a pre-election basis. But the men who have striven for righteousness now are universal in their opinion that the entire property should be turned over to the city to be maintained by them and that the same general scheme be followed that is being adopted at the new Auburn fire station, that of appointing some permanent firemen.

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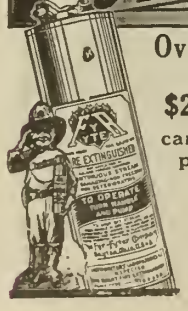

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New Britain's newest fire station, in which Co. No. 6 is housed and which has been before the public considerably since it was started more than a year ago through criticisms of delay in its completion, cost $18,527.55, including purchase of the site on Kensington avenue, according to the report of the finance committee of the common council. The original appropriation for the purchase of the site and construction of the building was $12,000. This estimate was based on figures secured from the fire commissioners of Manchester, the local house being much along the lines of a fire station there.

Middle Atlantic States

A resolution urging Mayor Moore to appoint Acting Chief Ross Davis to be chief of the Philadelphia bureau of fire was adopted by the Keystone Fire Chiefs' Association at its annual meeting in the headquarters of the Veteran Firemen's Association of Philadelphia. Chief Davis was characterized by the fire chiefs, who represent virtually every town and city fire department in the state, as a man who would bring efficiency to the department and honor to Philadelphia. He was also said to be the type of chief who says: "Come on, boys," instead of "get in there." Grant Koons, of Pottstown, was elected president of the association and James C. Baxter, who has been president virtually since the organization of the body, was made honorary president. Chief Baxter was the head of the department in Philadelphia many years, and holds office as consulting engineer of the Philadelphia department for life, a position created in recognition of his services.

Fire Chief Clarence B. Williams of Freeport, L. I., has hit upon a novel scheme to prevent losses of department coats and boots by having them painted red. A new supply of the accessories has just been received for department use and the Chief has a painter at work applying the coating of red. The paint is the result of a secret process and is guaranteed not to rub or wash off.

An alarm turned in to stop a quarrel between a husband and wife in a rooming house at No. 361 West Thirty-fourth street, New York, brought a half dozen pieces of apparatus, which were sent back to the fire house by Patrolman Joseph Barnwell, who discovered the cause of the trouble but not the person who turned in the alarm. The proprietor of the rooming house declined to give out any information concerning the trouble. The alarm was registered at the police station as "unnecessary."

Four firemen were injured, two of them seriously, when the hose wagon of Engine No. 255, stationed at Rogers avenue, near Avenue F, Brooklyn, on which they were riding, was struck and thrown thirty feet by a Nostrand avenue car at Nostrand and Newkirk avenues, that borough.

The Telegraph of Harrisburg, Pa., says: "Unquestionably the Fourteenth ward needs and should have fire protection, and unquestionably, too, the Citizen Fire Co. wants to keep its apparatus so that it may not lose its identity. But there is, after all, a larger question than appears on the surface in the controversy now being waged by the firemen on one hand and the city authorities on the other. According to figures compiled by a well known Harrisburg man who has made a study of the situation, at the present time the amount of fire apparatus in the central section of the city (between Mulberry and North streets) is the same in number of pieces as it was in 1860, sixty years ago — the Friendship, wagon and engine; Hope, wagon and engine; Citizen, wagon and engine; Washington, wagon, and Mt. Vernon, hook and ladder truck. Property values in the business section have increased ten-fold in those sixty years and the fire hazard is proportionately greater. If one piece of the apparatus is damaged or put out of commission at any time, its absence will be felt in case of a serious emergency in that territory."

The audience that went to see "The Girl Without a Heart," a stock production at Gabel's Theatre, the Bowery and Prince street, New York, was disappointed when turned away. Chief Hanlon, after an investigation, declared the house not safe according to fire laws. A policeman and fireman were on duty to turn back the crowd. The theatre is half a century old and has a seating capacity of 1,000. It was formerly known as the London Theatre. The closing of the theatre is one of the results of the action being taken by the fire department in New York regarding theatres believed not to be properly safeguarded and following the death of six children in the New Catherine Theatre.

Two fires within a brief space of time has brought to the attention of Teaneck, N. J., that part of its fire apparatus is kept in Hackensack. In case of a fire the Teaneck fire department has to come to the county seat first and then return to Teaneck with the apparatus, which makes what they claim to be an useless waste of power and action. It is the belief of the residents of Teaneck that the Teaneck apparatus could easily be stored in a Teaneck garage, or if that could not be accomplished, if the borough fathers would kindly consent to having it placed in some one's private garage there would be many volunteers to aid them in their work. The residents believe they bought the fire truck to be used to the best possible advantage, but cannot see any justified stand in the position the township fathers are taking at the present time in storing the engines in Hackensack. The borough recently purchased a chemical combination engine and it is this which is housed in Hackensack. Two other new pieces are housed in Teaneck. Upper Teaneck is greatly agitated over the question and a committee may be formed to go before the Township Committee and demand immediate storage of the engine within the boundaries of that pretty little municipality.

A protest from the Citizens' Fire Co. of Harrisburg, Pa., against the temporary transfer of their chemical truck to the Riverside Fire Co., by the City Council. The protest was filed, and the Commissioners refused to make any statements concerning it.

Three big fire horses, hitched to the tender of Engine Co. No. 13, of Linden avenue, Jersey City, were injured about the legs when they dashed full speed into an excavation at Linden avenue and Boulevard, while on their way to a fire at 216 Lembeck avenue. The excavation is one of several left open by the workmen laying the large water mains to Bayonne. A hole has been left at each corner to make tests of the line. The trio of heavy horses in making the turn from Linden avenue

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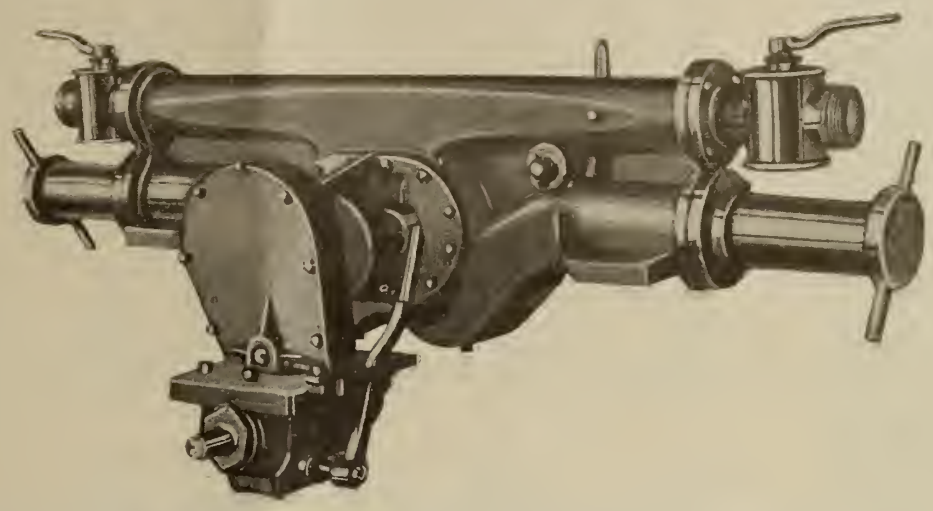

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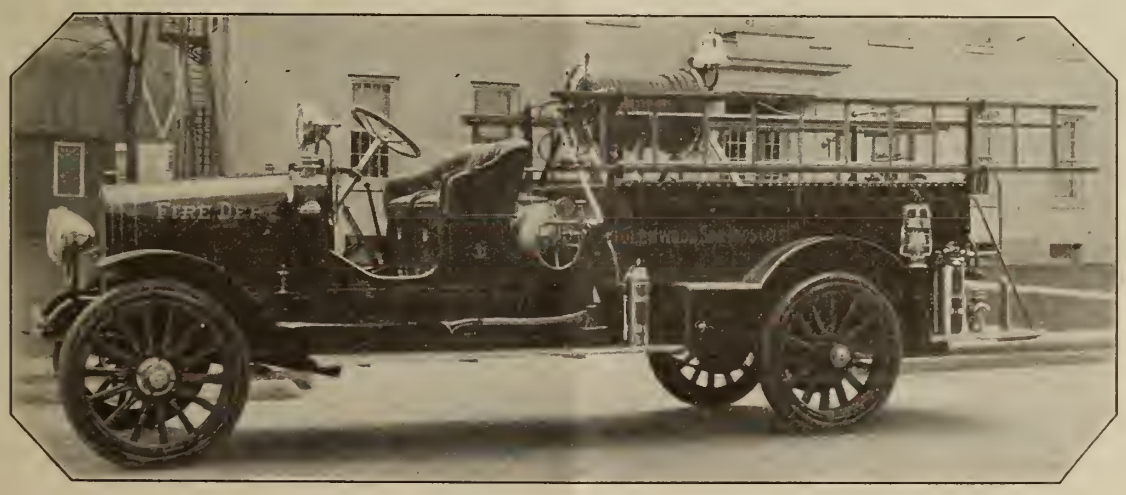

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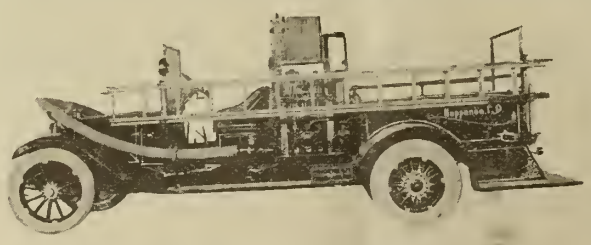

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into the Boulevard dashed into the hole. The tender did not follow. After the horses had been unhitched they were dragged back to solid ground and were sent to a veterinarian hospital and three relief horses sent for. None of the firemen were hurt.

Fire fighters of the days when Brooklyn was a city and many friends of Battalion Chief James Doyle, retired, of the Brooklyn fire department, learned with regret of his death after a long illness at his residence, 511 Ninth street, in his seventy-fifth year. Chief Doyle was an old-time fireman, having served in the old volunteer fire department for many years before the present paid department was organized. Chief Doyle was born in Brooklyn and had resided there all his lifetime. He was foreman of Engine Co. No. 2, on Van Brunt street, previous to being appointed battalion chief, a position from which he was retired about 15 years ago after having served in the department for 33 years. He was presented with a diamond fire badge by his old comrades on the night of his retirement. Chief Doyle was a veteran of the Civil War and was wounded in battle.

The Times of Oswego, N. Y., says: "The Oswego fire department, according to the belief of two of its members, now has two assistant fire chiefs. Foreman Monte Lass was given a temporary appointment over a year ago following the death of Michael O'Gorman. Lass went away on a vacation and during his absence the department, three of its members present, appointed Fireman Thomas McGann to fill the place. Lass returned Saturday, and McGann held that he received the appointment without reference to Lass's return. Inasmuch as the department meets but every two weeks, it would seem that Chief Hennessey has authority to decide this problem, which only serves to make the department more ridiculous than the commissioners themselves have made it. The commissioners will hold a meeting, when the matter will doubtless be cleared up. In the meantime, both men are claiming the authority as assistant chiefs."

Lodi, N. J., borough board of education is having considerable discussion over the question of devising ways and means of providing extra rooms for accommodating the increasing school population. It has been suggested that the fire houses and public halls be engaged, but some of the board members consider this will be an expensive proposition. They claim that it will require additional janitors, extra fuel and other things that will amount to a large sum by the time a new building is erected.

Fire companies in Reading, Pa., receiving $3,800 each yearly, receive $5,000 a year hereafter, according to members of the department. City officials will make up the 1921 budget, and as the expenses of all the companies this year far exceeded the regulation $3,800, the city assuming the balance for 1920, a larger amount will be placed in the budget for each of the 14 companies for next year. Additional allowances are granted the Reading Hose and Junior companies, which maintain hospital ambulances, and the Marion Co., which has more apparatus than the other units in the department. The firemen threatened to quit the service recently, owing to the high cost of supplies and help, and low salaries. The city gave assurance, however, that it would meet all unpaid bills. The companies are all short of funds, and as little relief from high costs is in sight for 1921, a larger appropriation for each company is demanded.

The News of Plainfield, N. J., says: "The appointment of George Feiring to the position of chief of the fire department to fill the vacancy caused by the death of Chief Townley is the just reward for many years of faithful service. Chief Feiring is now, and always has been, a hard worker. That he will make good as the head of the fire department no one entertains the slightest doubt. He is one of the original members of the paid department, and with the late Chief Townley and the late Capt. Daly, spent many years in the service when hard work was the portion of the firemen, and this hard work was not confined to fighting fires alone. There were horses to be taken care of, equipment to be kept spick and span, and fire houses to be tidied up, and this work had to be done every day and was done."

Middle Western States

Fire Marshal "Big Tom" O'Connor is back on the job at Chicago after a vacation of several months. Last summer the chief suffered a nervous breakdown from overwork. He was advised by doctors and Mayor Thompson to take a long rest.

The Tri-City Federation of Labor at a meeting in Rock Island, Ill., appointed a committee to appear with the members of the Rock Island fire department before the city commission in a request for a double shift system for the department.

Charles J. Boyer, 39 years old, a solicitor, who refused to give the police his address, was arrested in St. Louis at the direction of Assistant Circuit Attorney Connor, and was ordered held suspected of forgery and embezzlement. Connor informed the police that Capt. John Manion, president of the International Association of Fire Fighters, Local 73, and Lieut. Joseph M. Toohey, Secretary of the Legislative Committee of the firemen's union, had complained to him that a check for $5 bearing the forged indorsement of Manion and made payable to the firemen's union, had passed through Boyer's hands. They told Connor that they would produce the check later. They were instructed to take the case direct to the grand jury. Boyer was one of several solicitors engaged to get advertising for a souvenir program which the St. Louis firemen got up for the recent convention of the International Association of Fire Fighters. Manion and Toohey informed Connor that a discrepancy of about $2,000 had been found in the advertising account. The committee investigating collections for the firemen's convention fund will make a canvass of a number of firms who, they understand, made direct contributions to the fund. Few letters so far have been received in response to an advertisement asking all persons who made contributions or bought advertising in the program for the firemen's convention to mail their receipts to the union at post-office box No. 325. M. J. Mulvoy, secretary of the union and a member of the investigating committee, said that the work is virtually halted until all the receipts are in the hands of an accountant who has been appointed to make the audit. Papers already in the possession of the committee, he said, show $1,282.50 contributed to the fund. The solicitors were under contract to turn over to the union 60 per cent of all money under $10,000 paid for advertising in the program for the convention, and 10 per cent above that amount, and 80 per cent of contributions. The committee has records of $18,834 paid for advertising, besides $322 yet to be collected.

A negro fireman was killed and three others injured when No. 5 motor truck of

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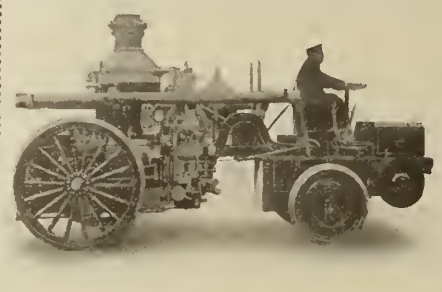

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816 First National Bank Bldg., Milwaukee, Wis.

Findlay, Ohio — Investigation being made into desirability of adding more motor equipment to the fire department.

Ironton, Mich. — This city will sell bonds of $1,500 for purchase of fire hose.

Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.

SAMUEL EASTMAN CO., Concord, N.H.

Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

the Kansas City, Kas., department struck a rut in the paving at Eleventh street and Quindaro boulevard, Kansas City, Kas., and was wrecked when the steering gear collapsed.

The St. Louis Times says: "Fire Chief Frank Lenz of Webster Groves told a reporter how he had been overcome by fumes in rescuing Seph Robins, 2-year-old son of Mrs. F. S. Robins of 422 Grey avenue, from his home when it caught fire yesterday afternoon. Mrs. Robins characterized the report as "perfectly absurd and ridiculous." Chief Lenz says he found the boy asleep on the second floor. When he arrived at the fire he said a negro maid, leading Seph's brother, Kenneth, 5, rushed out of the building and told him the other child was upstairs. A ladder was swung to the nursery window, and the Chief forced entrance into the room. After some search in the smoke-filled room, Lenz found the child. Before he reached the ground he collapsed from the fumes. In a few minutes he regained consciousness, and directed the firemen in extinguishing the flames. Chief of Police John Donnelly corroborates his statement. Mrs. Robins would not explain why she called the story of the rescue 'absurd.'"

Hans W. Losand, fireman at the No. 2 station, Rock Island, Ill., was severely injured while making a slide down the pole from the sleeping quarters to the first floor in readiness to take his position on the hose truck in answer to a fire alarm. According to Fire Chief August Schmidt, Losand must have misjudged the distance. At any rate, the fireman came down the pole so swiftly and not having his feet in position to make a proper landing, that he crashed to the floor. The left knee cap was shattered and his back was wrenched. He was hurried to St. Anthony's Hospital, where an operation was scheduled to wire the bones of the shattered knee cap together. It was not thought that the wrench to the fireman's back would prove of a serious nature.

The firemen's pension fund of Kansas City, Mo., needs assistance. With a deficit of more than $6,000 facing them for this year, the trustees have asked the city to find some method of adding to the fund's income. The trustees met E. M. Harber, city counselor, in regard to an ordinance to provide the necessary aid. The present pension fund is maintained by dues from the firemen themselves, from fines assessed against those who fail to obey the laws in regard to fire hazards and from the annual firemen's ball. The amount obtained so far this year from fines is $18.50. The first eight months of 1920 show an income of $9,306.72 from all sources. The expenses for the same period were $13,386.12, leaving a deficit of $4,079.40. October 30 the deficit had increased to more than $6,000. There is only one possibility of making up the deficit before January 1. Chief Alex Henderson appealed to private citizens to buy tickets and give all the support possible to the firemen's annual ball. Col. Harber said that he was looking up the law to see if it was possible to pass an ordinance giving the fund 10 per cent of the motor car and vehicle tax. That would add about $10,000 annually to the fund. There are fifteen firemen on the retired list, twenty-one widows and sixteen minor children who are drawing pensions and eleven firemen who are drawing relief pay while sick or injured.

Richard Moyer, fireman, of Lima, Ohio, was slightly injured at Main and Vine streets when the fire chief's automobile

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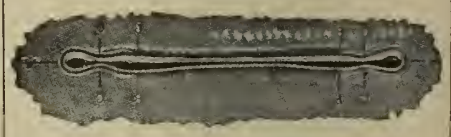

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No fire equipment is complete without a Browder Net. Write for Free Illustrated Booklet.

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"ANDERSON" Couplings are Best They are quick acting, can be coupled or uncoupled in one second without requiring wrench key or spanner. Will not leak under any pressure and will not freeze in the coldest weather.

They Save Time When Time Counts

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Bush and Russell Sts. Baltimore, Md

collided with a Standard Oil Co. truck. Moyer was driving the chief to No. 725 Holmes avenue, where a fire had been reported. His injuries consisted of bruises on the right arm and on the head. Fire Chief Mack was not injured.

Physicians and nurses from Cincinnati were hurried to Urbana, O., to give aid to George H. Donovan, Chief of the Urbana fire department and former Captain in the Cincinnati fire department, who was hurt seriously when a Pennsylvania passenger train ran down his car at a railroad crossing in the suburbs of Urbana. Austin White, 22 years old, aid to Chief Donovan, was killed instantly.

Feeling that the firemen of Decatur, Ill., should have first-class equipment for their recreation room in the new central station, and knowing that the city could not supply the proper articles at this time, business men of the city took it upon themselves to show their appreciation of the work of the firemen and have ordered the equipment. Total cost of the equipment will be about $1,700. The plan was started by a business man whose name is withheld at his own request. He saw the need of the firemen and wrote to a number of other business men regarding the proposition. An immediate response brought in the necessary funds and the equipment was ordered. The physical training equipment will cost $1,200. The business men went further and ordered a new maple wood floor to be put over the rough wood now on the floor at an extra cost of $400. Special heavy wire screens will be placed over the windows which will cost $100, bringing the total cost up to about $1,700. The equipment will be complete for physical training and will include a rowing machine, chest weights, abdominal mat, parallel bars, horse, wrist roll, ceiling ladders, dumb bells, Indian clubs, volley ball outfit, indoor baseball equipment, gloves, punching bag and other necessary equipment. When this equipment is installed the firemen will have one of the best training quarters in the city.

Four firemen attached to Salvage Corps No. 2, Jefferson avenue and Sidney street, St. Louis, were injured, two seriously, when the truck on which they were riding swerved to avoid an automobile and crashed into a fire plug at Seventh and Soulard streets. The automobile, driven by Arthur Mahachek, swerved to the opposite direction and crashed into a telephone pole on the other corner.

Edward Campbell, 50 years old, former chief of the Soo fire department, died at his home as the result of a bursting blood vessel. Mr. Campbell was lifting a side of beef at his farm when he apparently strained his back. He went into his house, but within a half hour word was received that he had died.

Following the resignation of all but three of the city's volunteer firemen, Mayor H. A. Schneider of Plattsmouth, Neb., has taken steps to recruit a new volunteer company and already has secured nearly the requisite number from among the business men of the city, each place of business furnishing one or more. Dissatisfaction over having the mayor appoint a chief and the selection of a driver for the new fire truck by the city council led to the wholesale resignations.

Western States

The Tribune of Greeley, Colo., says: "Amendment No. 1 which deals with the double platoon system for firemen has carried the state by a 28,000 majority, ac-

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A BOX A BLOCK — a fire alarm box on every street corner — will save minutes and save millions. A BOX A BLOCK will save tax revenue, protect lives, eliminate delay, prevent misunderstandings and decrease the fire loss.

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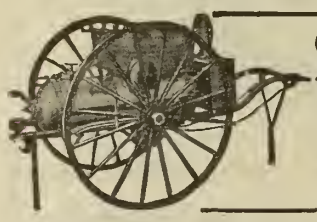

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cording to latest reports received by Chief C. P. Chetwood of the Greeley department. The new law becomes effective Dec. 1, but 30 days' grace is allowed, after which a $100 to $500 fine will be made for instances when firemen are compelled to work over 12 hours daily. Boulder, Colorado Springs and Denver carried the amendment by a 2 to 1 majority, while Sterling had a majority of 78, Brush broke even and Fort Collins had a majority of 669, carrying in every precinct. Chetwood points out that while Fort Collins will be compelled to double their force of four to fulfill the law, Greeley will add only two extra men. Local firemen wish to thank supporters here for their assistance at the polls."

Whether $3,300,000 of fire insurance now carried by the Spokane school board should be continued in the Northwestern Mutual Fire Association of Seattle or placed in some company affiliated with the board of underwriters, formed the subject of prolonged discussion at a meeting of the school board. The policies are to be renewed. Frequent clashes between E. E. Engdahl, a member of the school board, favoring mutual insurance, and Harry C. Miller of the Union Trust Co., spokesman for the board companies, featured the discussion. Mr. Engdahl declared that he "had been robbed by the board companies for 15 years" and that the school board had paid 90 cents a hundred for its insurance until the mutual company entered the field, when the price was cut to 38 cents. Chairman J. G. LaRue frequently clashed with H. K. Dent, vice president of the Northwestern Mutual Co. Dent said that he had seen one of the publications used by the board companies to damage the mutuals lying on the desk of Chairman LaRue in his office. Mr. LaRue said that he had neither seen nor read the pamphlet and wanted to know what Dent was doing "snooping" around his office. Dent replied that he was not "snooping" in LaRue's office, but identified the pamphlet by its green cover while waiting to meet the chairman of the school board.

A. C. Barber, Oregon fire marshal, issued a call for a gathering of all fire chiefs in Oregon cities and towns to be held in Portland for the purpose of forming a state association. Barber points out that Oregon is the only state in the Pacific Coast Fire Chiefs' Association without a state association.

It is known in South Tacoma that two people are thinking of taking over the old fire station, at 52nd street and Puget Sound avenue, as soon as the new one on 56th street is completed, if the price made by Commissioner Shoemaker of the public safety department is not considered too high. One, it is understood, is thinking of remodeling the old structure and making an apartment house of the building, while the other has plans which he is not making public. It is said that the fire hall is in excellent condition, with the exception of the flooring, which would have to be rebuilt. A considerable expense, it was said, would also be attached to changing the second floor into apartments. This has a bearing on whether a consummation of the proposed deal can be made. According to contractors who have gone over the building thoroughly, the old station is very solidly built and will last a large number of years with its present timbers, but a new foundation will be required, it is thought.

Thirteen firemen were overcome by smoke, filled with noxious gases, at Seat-

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Bodies and Equipments
Manufactured complete for Fire Apparatus. Send us your chassis and we will build a body according to your specifications and mount new or old equipment. Write for estimates.
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tle, when they were putting the finishing touches to a fire which they had been fighting for almost an hour and a half in the yard of the Campbell shingle mill. Battalion Chief P. B. Tyler was removed to his home. The fire, in a dry kiln, presumably starting from spontaneous combustion, brought out a number of pieces of special apparatus to supplement that of the Ballard engine company. These went from Interbay, Queen Anne Hill and Fremont districts. Chief Tyler was in charge, with Capt. Roberts, the veteran of the Ballard department — in fact, chief of the department when Ballard was a city unto itself, and a master fireman in fighting lumber yard and shingle mill fires—acting as his chief assistant. For almost an hour the water was poured into the burning kiln and then the doors were closed to smother whatever possible sparks might be alive. The crews were in various stages of pouring water on the burning building and of picking up their hose when the doors of the kiln were reopened at 10 o'clock. A great wave of smoke and gases swept out and caught everybody working near by. The firemen were bowled over like tenpins before they could escape. The work of rescue began at once while ambulances were telephoned for to remove the affected firemen to the engine company station. It was seen at once that Capt. Roberts was the most seriously affected and he was taken directly to Providence Hospital. Battalion Chief Tyler was among those taken to the fire station but he was removed to his home during the night.

Contemplated Improvements

Easton, Pa. — Committee instructed to purchase rubber coats and other articles for fire department.

Conneaut, Ohio — A bond issue of $20,000 was approved to provide equipment for two township volunteer fire companies.

Portsmouth, Ohio — Erection of new fire house and purchase of new fire engine being considered.

Ravenna, Ohio — City will advertise for bids for fire engine and equipment with capacity of 600 to 750 gallons per minute.

Canton, Ohio — Purchase of new fire fighting equipment to cost $200,000 to replace obsolete and worn-out equipment is contemplated. Mayor Witter and Safety Director Braucher have been instructed by council committees to furnish the council at the earliest possible time with an estimate of the cost of the equipment needed.

Pittsburgh, Pa. — Included in the authorized sale of $1,000,000 of bonds is an item of $90,000 for relocating a central fire alarm station.

Renovo, Pa. — Steps being taken toward raising funds for purchase of triple combination chemical pumper.

Arnold, Pa. — Vote will soon be taken on floating $20,000 bonds for fire equipment.

Phillipsburg, N. J. — The Town Council has adopted a resolution for issuance of fire apparatus bonds of $10,000.

Sag Harbor, N. Y. — From 500 to 1,000 feet of new hose required.

Lockport, N. Y. — Recommendation of the mayor for another motor pumper referred to finance committee.

North Java, N. Y. — Preparations being made for fire protection and necessary equipment will be purchased.

Belchertown, Mass. — The question of purchasing a triple combination pumper and chemical is being discussed.

Menominee, Mich. — Taxpayers have voted to motorize the entire fire department. All horse-drawn conveyances will be sold.

Aitkin, Minn. — City contemplates purchasing motor fire fighting equipment.

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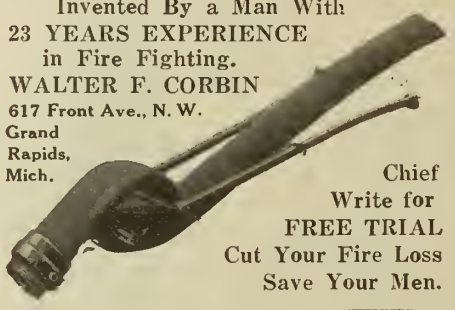

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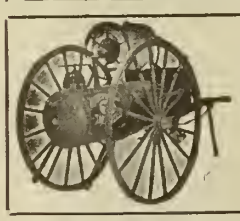

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RESPONSIBILITY FOR DEATHS

Why South Orange Fire Department Refused Aid in Fighting a Fire

The Evening News of Newark, N. J., says:

While the fire at Union Township in which a mother and two children lost their lives was under way, the South Orange fire department stood by, refusing to aid in extinguishing the flames, but it was not known to it that anybody was still in the house.

This was admitted by Chief A. Eugene Baker of South Orange Township, who explained that the reason for the inaction was that he did not wish to tie up the township's apparatus and leave the people of South Orange without protection. South Orange has but two machines, and the other was out of commission.

The chief says that when his department reached the scene of the blaze the fire apparently had not gotten above the basement, although the upper parts of the house were filled with smoke. He did not think, however, that there was any one in the building.

About fifteen minutes later he heard somebody shouting that there were still persons in the house. He got a ladder and gave it to a man, who tried in vain to get into the house. The Vaux Hall fire department did not reach the scene until after this time and the South Orange Township chief then lent the neighboring firemen some hose which the latter used in connection with their own.

Chief Baker says further that when he arrived at the place he told some young fellows who were standing about, and who he believed at the time to be members of the Vaux Hall department, that South Orange Township was going to do nothing to put out the fire and he advised them to get out the Vaux Hall apparatus. This they made no move to do and the chief believes that had the supposed Vaux Hall firemen acted promptly following his announcement the lives of the three might have been saved.

George Bohenberger, Jr., president of the Vaux Hall department and a member of the Board of Commissioners of the Second District, in which the scene of the fire is located, said that, as far as he knows, the men to whom Chief Baker talked were in no way connected with the Vaux Hall fire department. A similar statement was made by John Schiable, a member of the latter, who was among those eventually to arrive with the Vaux Hall apparatus, a hand-drawn hose cart.

Bohenberger and Schiable say the first that they and their colleagues in the department knew of the fire, as far as they can find out, was at 11.20 o'clock, when they heard an alarm sounded on the tire bell at Vauxhall road and Springfield avenue. They immediately went for the apparatus and took it to the scene, a mile away. The South Orange alarm had gone in twenty-five minutes before over a telephone.

An investigation of the action of the South Orange department at the fire will be made by the South Orange Township Committee, it was said by Ernest E. Mathison, its chairman. It is likely that the commissioners of the Second District in Union Township will also look into the circumstances. Mr. Mathison said in connection with the proposed investigation:

"If the Vaux Hall department was there, as I have been given to understand it was, that department is the one that should be blamed for the loss of lives."

Mr. Mathison said he had spoken to Chief Baker and Police Chief Helf concerning the fire, but he felt that a further statement is unwarranted at this time.

The explanation of Chief Baker as to his department's inaction at the fire followed a letter sent to the News by Daniel A. Palladino of Vaux Hall, who charged that the South Orange Township men were responsible for the deaths. Mr. Palladino asked: "Are these gentlemen humanitarians?"

Chief Baker, in amplifying the statement about leaving the township unprotected, pointed out that there was a heavy wind and that a small blaze in his territory might quickly gain great headway. He did not feel that he was justified in taking the responsibility of endangering the lives of the residents of South Orange Township.

"The first indication," Chief Baker says, "that there were persons still in the burning building was about fifteen minutes after our department had arrived at the fire. Some one called for a ladder, shouting that there was someone still in the building. I gave the ladder to a young fellow who put it against the building, but for some reason or other he did not enter the building while I was there. It was about five minutes later that the Vaux Hall firemen arrived, and our department returned to headquarters a short time later after I had loaned 200 feet of hose to the Vaux Hall firemen.

"I contend that, had the Vaux Hall firemen secured their apparatus as soon as I had notified them we were not going to fight the fire, much work could have been accomplished and possibly the lives saved because when we arrived at the building only the basement was afire, while the flames had reached the second floor when the Vaux Hall apparatus arrived."

Chief Baker pointed out that the township fire department had aided Vaux Hall in the past and would have done so in the recent disaster but for the fact that there was only one available apparatus and that the wind was so high.

Salem, Mass. — An appropriation of $23,000 was made for fire truck and station repairs.

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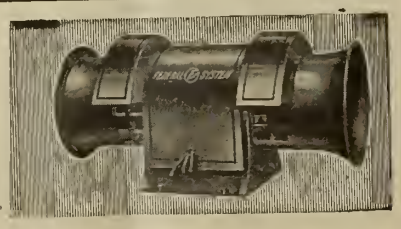

FIRE SERVICE

THE 430th CITY

People by Over 6 to 1 Majority Endorse Platoons for Ashland, Wisconsin

The 430th city to adopt the two-platoon system for its fire department is Ashland, Wis., with a population according to the last census of 11,594. It was submitted for a vote of the people at the last election and carried by a majority of over 6 to 1.

The Times of Ashland, Nov. 5, said:

The platoon system for which the firemen of Ashland worked in the November election was passed with scarcely any opposition and will go into effect January 1.

When the proposition was first presented to the city council and was then referred to the people at the general election, the firemen got busy with literature and a week before election made a house to house canvass, which showed results in the election.

The new system will put three more men on the force, and will mean eleven hours on duty and thirteen hours off duty, the former being the day time schedule. The day and night crews will alternate every two weeks.

It also means that, instead of two men on a piece of apparatus, with every fourth day off, there will be three men and no off days.

The firemen are certain that the city will have better fire protection and that they will have a better satisfied crew of men upon whom the responsibility of this protection rests.

FIREMEN AS STREET CLEANERS

Said to Be Contrary to Civil Service Regulations in New York

The sight of firemen being trained to do the snow removal work for the Department of Street Cleaning by learning to operate the tractor snow pushers at the Nineteenth street and East River yards in New York has set the city's professional street cleaners on edge.

Laborers and union employees of the Department of Street Cleaning drew up resolutions charging F. A. Eschman, acting Commissioner of Street Cleaning, with practising "autocracy" and demanding his removal.

Local 94 of the Uniformed Firemen's Association joined in the protest.

The resolutions were addressed to the Central Trades and Labor Council and were expected to enlist the sympathy of organized labor throughout the city.

It was charged in the resolutions that by operating the snow tractors firemen and patrolmen were violating the city civil service regulations. The Mayor and the Civil Service Commissioners were to be notified of the protest.

Plans of the city to become independent of street cleaners and laborers who struck for higher wages were made after last winter's tieup.

For several weeks patrolmen and firemen from various stations throughout the city have been receiving from two to four hours daily practice with the tractors.

THOSE CRANK SUGGESTIONS

What the Bloomington Chief Has to Say About Firemen as Snow Shovelers

The Pantagraph of Bloomington, Ill., says:

Knitting needles with their dexterous assembling of woolly strands, no longer slick in the fire fighting stations.

The war is over and the soldiers have other needs. Now the busy-bodies are trying to find other work for the fire fighters in order to while away the hours.

There are certain persons who as soon as they see some firemen sitting "doing nothing" have an irresistable desire to set them to work. They seem to think that if the firemen are not in a hurry about something that they are committing a sort of sin against the community, if not actually guilty of treason.

At Moline there is a well organized scheme on foot to have all the firemen armed with guns and to supply them with a sort of army tank in the engine house as a result of burglars having broken into various banks recently in that neighborhood.

The latest proposition to keep the firemen busy comes from an engineer in Utica, N. Y., who would employ the firemen everywhere shoveling snow. He has worked out this scheme elaborately.

He has figured how much it would save the city and what good shovelers the firemen would make. But this scheme only goes a short way. How about the firemen in the southern states and along the Gulf of Mexico, where we are told there is no snow?

And how about the firemen in the summer all over the country? They have nothing to do, in the opinion of this engineer, and there being no snow on the Fourth of July he has not provided for continuous employment.

So that his scheme is not half so good as that evolved by the Moline bankers or the one of the fire insurance group which seeks to employ the firemen on other duties all year round. Even the old lady in Boston who wanted all the firemen to be employed in "knitting socks" and "mending" proposed what looks like a better scheme in the crank line.

The last word has not been spoken upon the suggestion a few months ago that firemen be equipped with firearms to understudy policemen in chasing bandits and hold-up men.

Fire Service, a publication which finds its way to every hose truck in the nation, has given editorial expression of its opinion upon that suggestion and others which have been made recently.

Fire Service, of course, is not amenable to any plan outside strictly fire-fighting duties.

Chief Mayer admits that the question of occupation for municipal firemen has been the subject for considerable thought by the heads of the department all over the country.

In the opinion of the Bloomington chief the only remedy was in occupational repair work about the department.

Most of the work about the fire stations is now being performed by the firemen. Whether or not it would be wise to add to their mechanical duties is up to the judgment of the city council and departmental heads.

Letter from Chief Washinger

Biglerville, Pa., Nov. 30, 1920.

Fire Service,
New York.

Gentlemen — Enclosed please find my check to cover your invoice to Sept., 1921.

The Biglerville Hose and Truck Co. No. 1 of this place, of which I am Fire Chief, will be in the market for a combination motor power chemical. We are a town of about 650 population but have a thickly settled country around us, also a prosperous apple belt. It does seem that we could get along with a Ford equipment.

Will you please give me what information you can along this line, also some different firms that might be interested.

Thanking you for anything you can throw our way.

Yours truly,
D. A. Washinger, Chief.

How Rain Helps

Due to the rain, which soaked roofs of Danville residences, not a fire alarm had been turned in for 24 hours, it was said at fire headquarters.

This emphasized the fact that roof fires during the month caused a property loss of more than $12,000 in Danville and threatened property valued at approximately $138,750, according to records kept by the department.

"Dry, punky roofs, almost like tinder, are easily fired," says Chief Bratton, "and a small spark dropping alongside a punky shingle is quickly fanned into a flame. The fire spreads rapidly and within a few minutes the roof is damaged to the extent of $10 to $50, perhaps more."

During 29 days of November there was a total of 59 runs made by the department, and of these 57 were due to chimney sparks settling on the roof. In but one case was the roof of fireproof material, and the fire record shows that a spark settled in leaves in a gutter, firing the woodwork beneath the leaves and communicating to the wood base over which the fireproof material was laid.

Fire losses during the month ranged from $5 to $3,200, the majority of roofs being damaged from $25 to $75, due to quick action by the firemen. Heavy loss in several cases, due to the fires having a good start when discovered, brings the average loss well above the $400 mark. — Danville, Ill., News.

THE 8-HOUR DAY

May Be Installed in St. Louis as Result of Refusing Two Platoons

The St. Louis, Mo., Board of Election Commissioners completed a check of signatures to petitions asking the Board of Aldermen to pass an ordinance granting firemen an 8-hour day.

Of the 15,737 signatures the board found 13,695 valid. This is 8 per cent of the number of votes cast at the last mayoralty election. Only 7 per cent is needed to call a special election on the proposed ordinance and 5 per cent to submit it at the next regular election.

The board certified its finding to the Board of Aldermen. The board has sixty days in which to pass the ordinance. If it does not do so within that time, the proposed ordinance will be submitted to a vote at the mayoralty election April 5.

The firemen now are on duty 48 hours, then off 24 hours. The present payroll of the department is $1,457,000 a year. Comptroller Nolte says the city cannot increase the tax rates, so if the ordinance is passed it will be necessary to cut down the number of employes in other departments.

FIRE VICTIM'S GEMS

How $50,000 Worth of Jewelry Was Recovered in New York

Investigation conducted by the police and fire departments and by the District Attorney in New York failed to clear up the mystery surrounding the disappearance and subsequent return of jewels worth $50,000 that belonged to one of the victims of the fire at 29 W. 57th street.

Secrecy was maintained by the investigators who recovered most of the missing jewels in the ruins three days after the tragedy.

According to all available information the gems were kept in a strong box by Mrs. Harold Boswell Reid, a singer, who burned to death in her apartment. A box similar to the one owned by Mrs. Reid was found in the rear yard after the fire split open as if with an axe. No jewelry was found in the yard.

Some one whose name is withheld by the authorities complained about the missing jewelry and an investigation by the police and fire officials started. Capt. Murtagh and Lieut. Coles of Hook and Ladder Co. No. 2 were ordered to search the ruins for the jewels. They took six men from their own company and six other firemen under Lieut. Meyer were detailed to aid them. Hook and Ladder No. 2 did not assist in extinguishing the fire.

The firemen sifted all the debris through sieves, and in that way the gems were said to have been recovered. They were found scattered in various rooms on the attic floor. According to the police several small silver jewel cases were found containing pieces of the missing valuables. Among the recovered jewelry were two diamond rings, a pearl necklace, three pearl rings and two diamond studded combs. Two or three of the pearls were scorched, but the rest of the jewelry was not damaged.

QUEER "FIRE PREVENTION"

Bureau Which Furnished Information to the Sprinkler Combine

Under the guise of "promoting open competition" a group of nine automatic sprinkler manufacturers and their licensees, doing an interstate business, combined to fix prices by means of exchanging information and bids on contracts through the medium of the New York Automatic Sprinkler Association, according to testimony before the Lockwood committee in New York by Louis K. Berman, Secretary of the Association and Vice-President of the Raisler Sprinkler Co. of 129 Amsterdam avenue.

Berman testified that bids on each job were furnished by the members to the association, and each member was permitted to have a copy of the bids.

The data for estimating on materials were obtained by the members from a central bureau known as the Fire Prevention Survey Bureau, and the estimates were made on standardized forms, the amount of the bid appearing on the bottom of the page.

Each of the members in the association, which included some of the large fire sprinkler concerns in the United States, had a code number by which it was known in the association.

In addition to the local association there was also a National Automatic Sprinkler Co., which included only these manufacturers. The by-laws of the local association were changed on Sept. 30, 1920, Berman said, and thereafter net prices were omitted from the estimate sheets. The members scrupulously refrained from discussing prices at meetings, he said, upon advice of counsel, but the practice of obtaining each other's bids continued.

In his testimony Mr. Berman said that the New York Automatic Sprinkler Association was formed two years ago. The following manufacturers were members: The Grinnell Co., Rockwood Sprinkler Co., Globe Automatic Sprinkler Co., the Automatic Sprinkler Co. of America, the H. C. Vogel Co. and the Independent Aetna Sprinkler Co. The licensees who were members were the Cornell Co., Lazette & Murphy and the Raisler Sprinkler Co. The manufacturers were also members of the National Automatic Sprinkler Co.

Reading from the constitution and by-laws it was shown that the objects of the association included the developing of a system of accounting so that members "might act intelligently as to prices," and "to standardize forms of contracts, estimate sheets and practices and conditions generally, so that competition among the members may not be limited to inequalities."

In reply to a question by Mr. Untermyer, Berman did not think the last clause was "a little paradoxical." If that clause did not mean that the members wanted no "unequal competition" Mr. Untermyer was ready to admit he could not read English.

Emphasizing the word "promote" Mr. Untermyer read another "interesting provision," as follows: "To promote open competition and open prices, and to this end, and from time to time, to make public to members and to others interested, information regarding sales and prices made by members." Berman said that provision was carried out by the association.

It was further provided that the secretary should prepare "uniform forms to be used as reports of bids made and reports of contracts closed so that open bidding and competition may be observed, and so that the association may also acquire proper statistical information.

The bids, according to the by-laws, were to be filed with the secretary so that they might be open to inspection by members who made bids for the same work. Each member was free to change his bid after making an inspection of his competitor's bid.

The machinery by which the system of filing estimates was conducted was the standardized estimate form, which went into minute detail as to all items that comprise sprinkler equipment.

Berman said that the local association succeeded an organization known as the Association for Safety Engineering Statistics.

Mr. Untermyer examined him on the by-laws of the former organization and he admitted that a by-law of the other body was similar to the provision for the handling of bids in the present association. Asked whether the name of the previous organization was not misleading and deceptive, Berman said it was "not proper."

The witness admitted that all the fire sprinkler concerns in the association obtained information and data for estimate from the Fire Prevention Survey Bureau of which C. H. Parker, former secretary of the local association, is head. He was asked whether the fact that all his competitors had to get information from the same central source was also another feature of "open competition."

"I think it tends towards uniformity of our estimating," he answered.

He was examined during the afternoon session by Leonard Wallstein, who questioned the witness on records showing that Parker, of the central estimating bureau, had caused estimates to be increased by notations made on memoranda used by members in making estimates.

The "Drop" Harness

The inventor of the drop harness for fire department horses is Edward O'Sullivan, a San Francisco fireman, who still lives in the coast city.

It was all because Engine No. 11 of the San Francisco fire department had a horse that wouldn't lie down in his harness and sleep at nights, as any other well regulated fire horse was required to do, that the invention was inspired. It was a good horse, and there was no one but O'Sullivan who had a theory as to what might be done.

O'Sullivan's theory was one concerning a set of harness that could be suspended from the ceiling all ready to drop in place upon the horse's back at the first peal of the alarm. It took him four years to work the scheme out to perfection, and when it was all finished, with patent granted, the horse still refused to lie down! It was a horse that preferred to sleep standing up.

O'Sullivan then started on a tour of the United States, seeking to install the harness in the fire departments of the big cities. It was during a period of financial unrest, and because of insufficient backing, the veteran fireman was finally forced to dispose of his patent for a pittance to an Eastern manufacturing firm.

BURNING HOSE MYSTERY

Scientist Explains How Water Friction Started Fire

Prof. Augustus H. Gill, Ph D., of the Massachusetts Institute of Technology, who has been conducting an investigation, by request of Fire Commissioner Murphy of Boston, to determine the cause of fire hose igniting and bursting into flame while water was being pumped through it, has made his report. He stated tnat the loosely woven cotton jackets ignited from friction.

By orders of Commissioner Murphy, Chief of Dept. Peter E. Walsh has instructed Deputy Chief John O. Taber and Supt. of Repairs Eugene M. Byington to conduct further experiments in an effort to ascertain what caused the excessive friction.

The fact that the big motor pump was being worked to capacity while the water outlets were chocked down to one-third the regular size, in the opinion of many of the fire department officials, resulted in the water passing at an angle from the engine into the hose. This water struck a small spot in the hose about eight inches from the engine coupling, generating friction enough to produce the heat that later resulted in the flame, they believe.

The hose in use at the time was new. The two jackets covering the rubber lining had, says the report, considerable play between them and it was due to this play, Prof. Gill believes, that the nre started.

The conditions under which the engine was being worked when the hose ignited would never prevail while a fire was being fought and are only employed by engineers when an engine is being tested.

The report of Prof. Gill to Commissioner Murphy says in part:

"A thorough examination of the samples shows that the fire took place between the two cotton casings. Further examination reveals the fact that on each side of the burnt hole, in the sample mentioned in your letter of Oct. 29, the casing is very severely chafed. This chafing, coming from the vibration produced in the hose by the pumping, was, in my opinion, sufficient to produce great heat and finally active combustion.

"I find a similar state of things in the hose mentioned in your letter of Nov. 2, the burning taking place near the coupling. Evidence of excessive chafing is also found here. It seems to me that the cotton casing of the hose is not as closely woven as it should be, as is the case with certainly one other make of fire hose. It would seem that the tension on the cords in the process of weaving was not sufficiently high.

"I have not made a chemical analysis of the rubber lining to ascertain the percentage of free sulphur for I cannot see how this would be material. The sulphur here is finely scattered throughout the rubber lining and does not occur in pockets or lumps.

"In conclusion, I am of the opinion that the occurrence was due to excessive friction between the cotton casings produced by the vibration of the hose in service."

TRIAL OF CHIEF BAKER

Township Committee Consider His Reasons for Refusing Help at Fatal Fire

Fire Chief A. Eugene Baker of South Orange, N. J., Township, appeared before the Township Committee at the home of Committeeman Harry C. Thompson in connection with his refusal Tuesday night, November 16, to fight the fire at Union Township, in which a mother and two children lost their lives. Two members of the Union Township Committee and Police Chief Charles A. Hopkins of Union were also present at the meeting, which was private.

Chief Baker and his men had responded to a telephone alarm from Union on the date mentioned. He explained that he did not wish to tie up South Orange's only available apparatus in fighting the blaze.

In an editorial the Newark News said:

The burned house is located near the South Orange Township line, and a telephone alarm was sent in to the fire department of that place. When the firemen arrived, Chief Baker notified those about the scene that he and his men would do nothing toward fighting the fire. He explained that South Orange had only two apparatuses; that one was out of commission and that he did not care to tie up the other and thereby leave the South Orange people without fire protection. He emphasized that at the time there was a high wind.

The fire had not then extended beyond the basement of the house, although the upper floors were filled with smoke. Chief Baker says he thought that the group of men about him included members of the Vaux Hall fire department, which serves the section in which the burning house was located, and he assumed they would act at once toward getting the Vaux Hall apparatus — a primitive hand-drawn hose cart — to the scene. If these people had acted toward this end, he has said, the lives of the three might have been saved. The Vaux Hall apparatus was then in its quarters, about a mile away.

Apparently the chief was mistaken in his assumption that he was talking to members of the Vaux Hall force, for it is said by the latter that they did not know of the existence of the fire until 25 minutes after the alarm had been sent in to South Orange. They were then summoned by the ringing of an iron hoop.

When they arrived the flames had reached the second floor and the three lives had perished. It is believed that death had come to the mother and children on or about the stairway leading from the second floor, where they had fallen in being led toward safety by the father, who got out of the building with two other children in his arms.

All this time the South Orange department remained at the scene. When the Vaux Hall volunteers arrived Chief Baker lent them 200 feet of hose to couple to their equipment.

It is this fact that makes the chief's course inexplicable. Even if his excuse for refusing to use his own apparatus were a valid one, there was no reason why he should not have made sure there were no persons still in the building. His assumption that everybody had escaped seems, on the face of the evidence in hand, to have been the rankest kind of stupidity, which isn't in the least degree minimized by this statement, made by the chief later:

"The first intimation that there were persons still in the burning building was about fifteen minutes after our department had arrived at the fire. Some one called for a ladder. I gave one to a young fellow, who put it against the building, but for some reason or another he did not enter while I was there. It was about five minutes later that the Vaux Hall firemen arrived."

From the viewpoint of an employee of South Orange, Chief Baker meant to play safe, when he might have been the instrument of saving the lives of the unfortunate mother and her two children and have gained distinction for himself and his men.

He not only passed up an opportunity to perform a deed of service, of which there is no greater, but he has raised the question of his fitness for the duties of a fire chief.

Full Pay Pensions

A faithful member of the Lowell fire department narrowly escaped being blinded for life, while in the performance of duty at a fire last week. Happily, the consequences are not as serious as was at first feared, and The Telegram rejoices with Capt. McCafferty over the fact.

The circumstance, however, suggests the possibilities incident to fire fighting, and, incidentally, the utter inadequacy of the pension system as it now exists.

Had it been the misfortune of the Centralville captain to have been permanently blinded, under the law he would have been entitled to a half-pay pension; that is, he would receive the same consideration — no more and no less — than would be accorded a member of the department who is retired, primarily, because of old age, or some other physical infirmity not directly attributable to his service in the fire department.

That does not seem a fair proposition. Were the man who is permanently incapacitated while in the hazardous work of fire fighting, to receive full pay, and the one who serves without injury to a ripe old age to receive none at all, we should have some semblance of an equitable pension system. We haven't got it now, it must be admitted.

It was with the idea that no member of the fire department should suffer financially as a result of injuries received while in the performance of duty, that the voters were induced to approve the pension system. That there has been a steady drift away from this original idea is indicated by both the character and proportions of the present pension list. Full pay pensions in actually meritorious cases, such as are mentioned above, and no pensions at all for others, would seem to be the only fair solution of the pension problem. — Lowell, Mass., Telegram.

"Banner" State

Massachusetts is still the banner two-platoon state notwithstanding the recent temporary setback for that system.

Fire Service, the one idea (two-platoon) fire journal, claims that it is not the banner state because Boston does not have that system and several other states have enacted mandatory two-platoon laws for first, second and third-class cities.

Massachusetts is also entitled to the banner two-platoon state honors because the 34 cities and towns that now have it, and the three additional, Brookline, Medford and Winthrop, where it has been adopted for future installation, were granted by the voters and not by a mandatory state law or any other force. This alone entitles it to the banner. — Firemen's Standard.

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Firemen as Street Cleaners

The New York fire department ought to employ somebody who is capable of reading and understanding legal enactments and who can tell it what it can and what it cannot do within the meaning of the law.

Thus many of the controversies in which it seems to be constantly engaged are apparently the result of ignorance rather than of malicious intent.

A recent illustration of this was when firemen who had been requested to testify before a meeting of the Board of Aldermen and who were off duty at the time, were ordered out of the room by a fire official on the ground that they were there without the consent of the fire department. He was apparently in ignorance of the fact that a law had recently been passed giving them the right to appear and testify before any public body, even when not requested to do so and regardless of any permission from the fire department.

Another case has now arisen in which the fire department seems to be strangely at fault. The fire department proposes to employ the firemen as street cleaners and has been drilling a number of them for their new duties. It is proposed to utilize them to shovel off the snow from the streets with a recently invented contrivance, although New York maintains a large and costly Street Cleaning Department, one of the most important duties of which is to keep the streets free from snow.

The legal aspect of the case is that every member of the New York fire department was given his position under the Civil Service law as a fireman and not as a street cleaner. The men were employed by the Civil Service Commission to be firemen and nothing else. Neither the fire department nor the Civil Service Commission has the power to alter or amend the law.

A Money Making Proposition

We have frequently called attention to the peculiar nature of the "patriotism" which induces the Fire Insurance Trust and various Chambers of Commerce and similar bodies of philanthropists to fight strenuously against two-platoons or any other concession to firemen.

They always say they are doing this "to save civilization," to prevent "Bolshevism," to make the world safe for Democracy, or for some other highfalutin reason.

The real reason, of course, is so that these concerns can make a little more money.

There is no other cause for the opposition to two-platoons. It is a commercial enterprise, pure and simple, and although Continuous Service in the fire departments has been shown to be not only morally wrong but even criminal, according to Judge Ben Lindsey of Denver, they do not propose to let a little thing like morals or the public welfare stand in their way. Morals are all right when they don't cost anything, but when they "come high" they must not be considered.

These reflections have been evoked by the revelation that $4,425 was spent in preventing the firemen of Boston getting their rights as to platoons in the last election. So the committee reports in accordance with the state law. The Retail Trade Board contributed $1,000 and it is, of course, composed of well known philanthropists intent not upon trade but upon patriotism.

The fact that $4,425 may have defeated reform of the fire department in the late election may induce those shopkeepers to think that they can defeat it again for a like sum. In this they will find themselves mistaken.

A million dollars would not defeat the two-platoon reform because it is based on right and justice, as has been illustrated in over 430 cities that have adopted the system, while a large group of the most important states has made it compulsory.

It costs very little to carry the truth to triumphant vindication and millions cannot defeat it.

One Wide-Awake Chief

Chief Ringer of Minneapolis assures us in the letter published herewith that the Fire Chiefs of the United States are not "all asleep." We are glad to receive this assurance.

We asked the question whether they were all asleep in connection with the singular apparent lethargy in the fire service of this country regarding great recent mechanical improvements applicable to fire-fighting, many of which have been adopted in the fire departments of foreign countries.

Among the most notable of these has been the experiments with the wireless telephone reported by the English fire publications as having taken place in the fire departments of London and Liverpool, together with their reports that the system had been adopted in France and China, where messages had been received at Fire Headquarters from flying engines in the streets seven miles away. The wireless telegraph was also being experimented with if not adopted for fire use at the same time.

We received from the International News Service photographs showing the use of the wireless telephone in England and France in connection with fire engines, and these have been published in our columns.

Everywhere abroad the fire service seems to be keeping its eye on the wireless telephone as the great new thing in connection with the fire service, which may have infinite possibilities for usefulness in the immediate future.

But there had not been a word said about it among the Fire Chiefs of the United States. No fire department in this country seemed to know what was going on in this connection. No Fire Chief appeared to realize the importance of the subject.

We are glad now to learn from the letter of Chief Ringer that he is one exception. He has been in correspondence with American consuls abroad in regard to the matter and evinces an interest in it which shows that he is truly awake and not asleep. The fire service of the country is to be congratulated upon having such an active mind in it.

The letter of Chief Ringer is as follows:

Minneapolis, Minn., Dec. 7, 1920.

Editor, Fire Service,
New York.

Dear Sir — Permit me to reply to your editorial in your publication of December 4, 1920, entitled "Are All Asleep."

I wish to say that we are not all asleep.

For some time I have been interested sufficiently to use every possible means to gain some enlightenment regarding radio telephone service, as applied to fire departments.

I have written our American Consul at Paris, asking him to look into the matter, and he informs me that no such apparatus is in use in the city of Paris. I have also written our American Consul in London, asking for information on this matter, and as yet I have received no reply.

I want to assure you that we are not sleeping at the switch, but we are constantly looking for information that will tend to betterment of the service and shall appreciate very much any information you will be able to give me on this most important question.

Very sincerely yours,
C. W. Ringer,
Chief Engineer.

Highway Bridges in New Jersey

One of the members of the New Jersey State Highway Board, David Young, has recently resigned, giving as one of his reasons that he does not wish to be held responsible for the collapse of any of the bridges of the state, for the reinforcement of which there is apparently no present provision.

In his letter of resignation he states that the bridge engineer estimates that it will require $18,000,000 to reconstruct and repair the highway bridges of the state so as to make them safe. He estimates that it will require $76,000,000 to complete a highway and bridge program which will satisfy the citizens of the state and that no such amount is available, the other $58,000,000 being for the construction of state highways not yet under contract.

PROTECTION FOR SCHOOLS

754 Fire Extinguishers Are Distributed in Minneapolis

With the recent placement of $5,000 worth of new fire extinguishers in the Minneapolis public schools, the board of education business department will take the first step in a $100,000 fire protection program, according to announcement by George F. Womrath, business superintendent of schools.

This program, Mr. Womrath said, is recommended by Arthur Price, fire marshal, upon whose recommendation half a million dollar fire protection program, in the way of improvements, has been put through in the schools in the last five years.

The new fire extinguishers, which Mr. Womrath and the fire marshal placed in a week's inspection tour of the schools, include 453 one-quart fire guns of the pump variety, 241 of the three-gallon size with hose attachment, and 60 of the five-gallon size fire tanks, a total of 754.

Only 25 fire extinguishers have been in use in the schools, those located in training rooms.

The half million dollar program of the past five years, just completed, has involved putting in fire doors, partitions, fireproofing in boiler and fuel rooms, wire glass, widening of stairways and similar improvements.

The new $100,000 program proposed by the fire marshal would mean correction of all the unfavorable conditions which his recent report has called attention to.

"BETTER CARE AT HOMES"

A Step Forward in Public Weal at Durango, Colorado

The Democrat of Durango, Colo., Nov. 30, said:

Relief from the burden of a continuous 24-hour service; an opportunity for better sleep, better intercourse in social circles; better care at the homes of the married men for the benefit of the wives and children, and in two words "better efficiency" on the part of officers and men, are pointers for the general public, the merchants and the industrial men when the 12-hour shift goes into operation at the Durango fire department tomorrow.

Some time ago when the Colorado Firemen's Association started petitions broadcast throughout the state for a change in the working hours in municipal fire departments, the local men here proceeded to "feel" out the commission and the public.

The petition was generally subscribed to and forwarded to headquarters in Denver. The number of petitions led to amendment No. 1 being placed on the ballot, and Colorado citizens, including Durango, placed their seal of endorsement on the measure.

The Durango city commission provided for an appropriation for the change to the 12-hour shift and set Wednesday, Dec. 1, as the date for the change.

One man, Chief Williams, will be on continuance duty day and night. While nominally his hours will be on the day force, he will be liable to call should a fire require his supervision night times. As he lives near the engine house, the call will be extended to his bedroom.

The day firemen starting in on Wednesday will comprise Ed Howell, Captain, who returns from Eureka to take hold of an old position, and Silas Kennedy. The night force will comprise H. W. Lewis, Captain, and Henry Corcoran.

These shifts will be alternated on the 15th and 30th days of the month, the day force becoming the night force, and vice versa, each serving 12 hours. The volunteer firemen will help along the shifts in times of fires. The chief becomes the odd man on the day and night force.

"THAT'S THE MAN!"

Watchman Identifies Alleged Masked Firebug Who Intimidated Him with Pistol

Identified by William McCauley, factory watchman of Chicago, as the firebug who stood over him with a pistol and prevented his giving an alarm while fire destroyed the $200,000 plant of the Union Asbestos and Rubber Co. and the adjoining factory of the E. A. Munns Kalsomine Co., Fred Karatzke was grilled by Fire Attorney McCabe and the police.

A statement said to have been made by Karatzke that he had been "offered pay for firing the building" led to the calling of Carl Mosier, secretary and treasurer of the asbestos company, who was closely examined.

Another suspect, said to be a railroad watchman so far not named by the police, also was arrested shortly after the blaze was under control.

The fire was well through the building when it was discovered by Sergt. Henry Hoppe. A 4-11 alarm was turned in as soon as the first engines arrived on the scene and a battle was begun to prevent the spread of the blaze to the adjoining factories of the district.

McCauley dashed into the police station a few minutes after the arrival of the fire apparatus and excitedly told the story of the firebug.

"I was alone on the first floor of the building," he said, "when a masked man in a dark suit, gray sweater and fedora hat jumped out of the shadows and pointed a pistol at me. He told me to leave the building. I did. He followed me. He made me walk to my home, 2921 Archer avenue, threatening to shoot me at every step.

"As we left the building I saw another man. We hadn't gone very far when I saw flames breaking from the factory in three places. I appealed to the man to let me turn in an alarm but he laughed at me.

"'I'm getting $2,000 for doing this,' he told me. 'I'm going to let it burn!'"

McCauley said that as he started to enter his home his captor fired three shots after him to intimidate him. He ran out the back yard and cut through alleys and back yards to the Deering street station.

All available detectives and uniformed police were thrown into the district and an emergency call flashed to the detective bureau. In a short time the searching parties, led by Lieut. Joseph Duback, had begun to question all "fire fans" who answered the watchman's description.

The neighborhood was in a turmoil. The flames had penetrated the roof and showers of sparks endangered numerous dwelling places. The street filled with scantily clad householders, and extra shifts of workmen were rushed into the yards of the Chicago & Alton railroad to save strings of loaded freight cars in the path of the flames.

Karatzke, who, the police say, has been under suspicion for some time in connection with small freight car fires in the railroad yards, was arrested by Policemen Terence Dougherty and Frank Moran on a freight platform. His right hand had been cut by glass and he could give no explanation for his presence in the vicinity of the burning building. He was taken to the station to face McCauley.

"That's the man," the watchman said. "He was masked at the time but I'd know him anywhere."

Karatzke denied any connection with the fire.

Ahead of New York

To the Editor:

Sir — Nine lives were lost in a motion picture theatre disaster a few days ago, because a part of the theatre patrons were permitted to occupy a gallery lacking exit courts at sides or rear.

Within two days another panic developed in a motion picture theatre and further loss of life in that wild scramble for safety by frightened women and children was only averted by the narrowest margin.

That a city like New York should permit the use of blind galleries in motion picture theatres is scarcely conceivable, when the constant risk of fire or panic and the frightful possibilities involved are considered.

I may say that the safety of theatre patrons is far better conserved in cities one-tenth the size of New York. In Los Angeles, for instance, any motion picture theatre not strictly fireproof, with open courts on either side, would be closed immediately if it sold seats above the first floor.

In New York there is another very serious condition requiring remedy. It is the custom of many theatres to permit crowding of the foyers with standing room patrons, who often block the aisles. There are many theatres in New York into which crowds are packed in upper floors.

The Motion Picture Theatrical Association of the World, whose special business it is to safeguard the public interest as well as that of the motion picture industry, appeals to the city authorities to take immediate action toward closing fire trap balconies and take such other steps as are necessary to the safety of motion picture patrons. — J. A. Quinn, Pres. M. P. T. Assn. (N. Y., Nov. 24), in N. Y. Sun.

"Your Untiring Fight"

Truck No. 2, 2026 Curtis St.,
Denver, Colo., Dec. 1, 1920.

Fire Service,
New York.

Sirs — Find check for $2.50 as per bill.

Rejoice ye with us for we are about to kill the fatted calf, as, many thanks to your untiring fight, we have the two-platoon at last.

Respectfully,
William J. Canavan.

BOSTON'S NEW SCHOOL.

Over 200 Firemen Students Expected This Season

The Boston Globe says:

The first school for the teaching of scientific fire-fighting to hosemen, laddermen and others below the grade of officers, even established in this country, opened at the new lecture hall of the Boston fire department, at Harrison avenue and Wareham street, with 25 picked men in the class.

The class was addressed by Fire Commissioner Murphy, Chief of Department Walsh and Capt. Donohoe, executive aid and chief inspector of the department and active head of the school.

The class will be in session for two weeks, Sundays excepted, and the men attending will give up their days off, during the lecture hours in this period. Besides the privates, the officers promoted since the last officers' school closed will attend these classes.

The Officers' School was created by Commissioner Murphy and Chief Walsh.

Every subject pertaining to scientific fire fighting and the handling of a company, district, division or department, as well as hydraulic building construction, explosives, building inspections, ship fires and laws, is discussed and explained to the students.

The students attending this school will number more than 200 during the coming sessions, the classes numbering from 25 to 45 men in each. The classes are made up of men from all 15 districts in the department and divided so that not more than three men from any one district will be away from their company at one time.

Capt. Donohoe is assisted in the school by four deputy chiefs, four district chiefs, hydraulic engineers, internal combustion enginers, fire alarm engineers, experts on laws, and the explosive expert of the State Police.

The first lecture was delivered by Capt. Donohoe, who spoke on the general duties of firemen. Dist. Chief Frank A. Sweeney will lecture on administration and discipline.

Lectures will be given by Division Engineer Frank A. McInness of the Water Department, explaining the new high pressure system and hydraulics in connection with the fire department; Supt. of Fire Alarm George L. Fickett, on the fire alarm telegraph; Dist. Chief William E. Riley, on automatic sprinklers; Fourth Deputy Chief Walter M. McLean on tenement house fires; Dist. Chief Albert J. Caulfield.

STARTING A PAID DEPARTMENT

What Friends of the Volunteers Have to Say in New London

The Bulletin of Norwich, Conn., says:

The great majority of the people of New London, Conn., have ever been proud of its volunteer fire department, proud of its achievements, its efficiency and its economical conduct, and appreciative of the eagerness of the volunteer firemen to serve the city faithfully, sacrificing personal interests for the sole purpose of giving the best fire service to the city.

All this is to be changed and the entering wedge has been driven by the mayor and the big Gunn of the fire committee that the mayor appointed to carry out his long conceived plan. It so happens that the mayor and his chief of the committee belong to the same fire company, and both have the backing of that particular company through its officers, at least.

With the police department affairs still unsettled, even with the removal by the mayor of Alderman Chappell from that committee, the start is made to disrupt the present efficient volunteer fire department. And all for the evident purpose of clipping the wings of the Niagara company, that has been called for still alarms, more than all the other companies combined for the past decade.

There was a reason for calling the Niagaras. The people knew that a working crew was always available day or night, a condition that did not prevail in any other company. There is always a night crew in the fire house, and in the daytime a working crew was always within call.

It so happens that the first assistant foreman conducts a large garage directly opposite the fire house, and seven Niagara men are in his employ. At the sound of the siren, these men drop their tools, run across the street to the fire house and the apparatus fully equipped is off in a jiffy to respond to the still alarm. No better service could be rendered by any department.

This service created a jealousy in at least one other company, and the plan was laid, to pull the Niagaras from the high horse that the company had been required to ride. This is not given as a reason for the change; but a committeeman said the Niagaras had been favored too much in the matter of still alarms and now some of the other volunteer company were to be given a share of the glory, if glory it be.

The mayor has started in to conduct a volunteer fire department on a paid fire department basis. It sure will not work and the result hoped for by the promoters may be achieved and an expensive and unnecessary paid department substituted for an efficient and economical volunteer fire department.

The Konomoc house has been selected as fire headquarters. An office has been established there and the chief engineer and the first assistant have been assigned to 12-hour tricks at the headquarters. In addition an automobile has been purchased for the chief, with chauffeur furnished, and he is to have a clerk.

The chief is required to be on duty in the daytime, and in addition to his other duties, he is supposed to attend to the fire alarm, see that the hydrants are in working order and make daily inspection of the widely scattered fire houses. Just who is in charge of headquarters while the chief is elsewhere is not plain. It is presumed that the day driver of the Konomocs is the acting chief in the office while the chief is otherwise engaged.

Now in the event of a still alarm being received at any of the fire houses the caller is politely informed to call fire headquarters in the Konomoc house. If in the day time the chief will assign the company to answer the alarm, and this without regard to any district. That's orders and the chief has been long enough in the game to know just what that means about this time. Here's a case in point. Last week a still alarm came in from the Pequot section. Was the No. Six called, which is located in that section adjoining? It was not.

Was the Fives called that is in the section adjoining? It was not. No.

Whoever was in charge of the chief's office at the time, and it is understood it was not the chief, ordered the Komonocs to respond to that alarm. To say nothing of the risk taken in ordering an apparatus the farthest from the call, such action does not tend to keep up the interest and efficiency of the department. A volunteer fire company does not relish a snub.

The first assistant chief is on the night trick and he, too, has his orders in the matter of assignment for response to still alarms. There is not a fireman in the department who finds fault with these two officers as they are said to be under strict confidential orders.

Heretofore the first assistant has been acting as fire marshal, in order to inspect buildings as to their construction so as to be competent to direct in the event of fire, and to keep his chief posted on that important matter. In addition he visited premises to aid in fire prevention work. There is no talk of appointing the second assistant chief engineer fire marshal, that carries with it a fair salary.

But there is talk to the effect that the work of the fire marshal be transferred to the building inspector who has nothing at all to do with fire duty. The extra duty would mean substantial addition to the salary of building inspector.

It has been proclaimed that the fire committee as at present composed is to conduct the department on strictly business principles and for the best interest of the city. That sounds well and it may be the real intent of the gentlemen of the committee so to do.

If so there will be change in method of the purchase of fire apparatus. The committee has decided to "junk" the Niagara steamer, as there is no further use for it since the addition of a number of triple combination apparatus to the department. But why "junk" it? Why not save the city a thousand or more dollars in its disposition?

This can be done by asking for competitive bids in the purchase of additional fire apparatus.

They do say, sub rosa, that when the wedge is driven home, and a paid department is realized, that the present chief of the department will be relieved and that he will be succeeded, not by a New Londoner of the present time, but rather by a representative of a certain type of apparatus. It is said that the gentleman is an experienced fireman and expert in the care and operation of the type of apparatus in which he is interested.

Such a thing might come to pass in a paid department, but a volunteer department, never. The people would not stand for it. But with a paid department all present conditions would be changed. It would be well to keep an eye on that wedge.

The "Last" Horses

There are but four horses in the Providence, R. I., department, two at the South Main street station and two at the Richmond street station. There is not now in commission in the department anyone of the old-styled fire engines that have been the mainstay at all big fires throughout the country for the last half century.

SERVICE NEWS FROM EVERYWHERE

New England States

Expenses of the committee which opposed the passage of the two-platoon system for firemen in Boston at the State election were filed with the city clerk by Francis R. Bangs, treasurer of the committee. The committee used $4,425.15 to beat the firemen in the campaign, and, according to figures, had 2 cents left. The largest contribution of $1,000 was received from the Retail Trade Board. There were several hundred dollar subscriptions.

From 11.50 Sunday morning until 3.15 in the afternoon recently the Central fire station, Quincy, Mass., companies were kept busy shoveling coal at the Old Colony Laundry, 45 tons being shoveled over before the fire was out. The department was summoned by a telephone call when the watchman discovered a fire in the coal pocket adjoining the boiler room. Shoveling over 45 tons of soft coal is no cinch and when the job was done and the men returned to quarters, the bath room was much sought after.

As Mattapoisett's fire warden, Charles T. Dexter, investigates the bills sent him by the men of the town who were at the scene of the forest fire, preparatory to submitting them to the special town meeting, he says a lurking suspicion in his mind is fast becoming a certainty that many of the citizens have set out to "trim the town." One public spirited man of the town is said to have so far forgotten his own interests in that matter of putting in his bill that he overlooked the fact that the fire had only extended over a period of two Sundays and made claim to pay for five Sundays. Evidence has been gathered by Mr. Dexter that on one cheerless night a band of fighters became tired of watching the monotonous play of the flames and sent some of their number to get some chickens. When the firemen and the chickens returned the men were obliging enough not to use the town's fire already burning, but went off in a grove and built a fire of their own, where they roasted the chickens. Mr. Dexter said he didn't know whether or not the bill for the chickens was included in the fire bill, but said he guessed that if the town didn't pay for the birds nobody would. Mattapoisett, Mass., also boasts of probably the most tireless fireman in the state, if not in the country, Mr. Dexter says. One gentleman has sent in his bill for 105 consecutive hours of combat against the forest fire.

While the rooms of the St. Jean Baptiste school, Lynn, Mass., a four-story brick building, were filling with smoke, from a fire which started from an unknown cause in a closet containing baled waste paper in the basement, the 850 pupils marched out of the building in a perfectly orderly manner, following the sounding of the fire gong by the Sister Superior, who discovered the fire.

The burning of the home of Joe Zimba of Ferry Lane, Chicopee, Mass., when the firemen were compelled to stand about helpless and watch it burn has aroused the citizens in that section to the need of fire protection and there is probability of the situation being taken up with the Water Department officials and the Mayor. The department aims to extend or lay water mains only where it can secure a reasonable interest on the investment on the cost, always having in mind the necessity of such protection. Supt. Dillon of the Water Department says that with estimated receipts of only $95,000, he was met at the opening of the year with necessary expenditures which would nearly eat up that amount, including $50,000 for bonds and interest with the maintenance to be added, and that it has been impossible to do a great deal of new work. With all that staring it in the face the department stands to close the year with possibly $2,000 to the good, and with no back bills.

Benjamin Day, 18, never saw a fire alarm box until recently when he pulled the hook to see what would happen, and as a result is reposing in a cell in the Lynn police station while hose 1 of the Lynn fire department has been reposing on the bed of the Saugus river following an accident while returning to headquarters from the box. Lt. Chamberlain and Chauffeur Bourgeous had narrow escapes from serious injury when the machine plunged through a fence and over an embankment into the river, and Hosemen Green, Butman and O'Malley escaped duckings in the icy waters by jumping. After being locked up at the station, young Day told the police his story and said he landed in Lynn about two weeks previously from his home among the Nova Scotia hills. He said he was walking along Summer street when the red painted box and post attracted his attention. He opened the door of the box and pulled the hook and then waited to see what would happen. He told the firemen that he could not understand why so much apparatus should respond simply because he pulled a small hook.

The death of Fireman Edward J. Conlon of the Armory street fire station, Springfield, Mass., who died from gas poisoning caused by fumes from a coke salamander used for drying out plastering in the station, will not be made the subject of an investigation. The cause of the fatality was self-apparent and no blame is attached to anyone. The three other firemen who were overcome, including Capt. Noah Ashley, are on their way to recovery.

Frank B. Cook of tower 2 was elected president of the Russell Club of the Boston fire department, at the annual meeting. The other officers elected are: First vice president, James J. Higgins, engine 19; second vice president, James Hughes, repair shop; secretary, Michael McGonagle, engine 33; treasurer, James P. Gallagher, ladder 10.

By unanimous vote of the selectmen of Wakefield, Mass., Fred D. Graham has been chosen chief of the town's fire department. He succeeds William E. Cade, who died recently after serving as chief for 21 years. Chief Graham was principal assistant to the late head of the department for many years and is second in service seniority among the fire department motor drivers.

Several firemen were partially overcome by gas while fighting a stubborn blaze in the cellar of a delicatessen store owned by S. Nussenfeld, Bridgeport, Conn. Fire breaking out in the cellar of the store ignited a stream of gas escaping from a two inch gas pipe in the cellar and gas masks were called into use by the department before the flow could be shut off and the fire subdued.

Napoleon A. Langevin, president of the Federation of French Catholic societies in Massachusetts, has always been an active member of fraternal organizations in Lawrence. He was born in Burlington, Vt., but came to Lawrence as a boy. In 1902 he was appointed to the fire department and assignment as a permanent fire fighter came in 1917. He is now driver at the Hook and Ladder house.

Capt. Daniel G. Berry, one of the heroes at the Grover disaster in 1905, at Brockton, Mass., resigned as a member of the fire department, his resignation being accepted by the Aldermen. He will retire on a pension of $1,050 per year, beginning Dec. 4. He has been a permanent fireman for 31 years and a member of the department for 37 years. Capt. Berry has had more than his share of injuries and narrow escapes. He was in command of Station 2. When the Grover factory was blown to bits by a boiler explosion 15 years ago he risked his life several times in dragging injured men and women from the ruins, saving many lives.

Middle Atlantic States

Former Fire Chief Edmund Bell and Albert Reinhardt were elected secretary and treasurer, respectively, of the Kearny, N. J., Firemen's Exempt Association for the twentieth consecutive year.

The Journal, Elizabeth, N. J., under date of Nov. 7, 1920, stated that many residents thought that city lucky in fire losses though always in danger of a conflagration. However, after receiving the report of an inspection of the fire department made by Fire Commissioners Grenville A. Harris, Charles S. Chandler, Otto Wagner, Robert Patterson and Jacob Reuter, the Journal editorially stated that the luck was in the alertness of the department and its ability to get to fires before they get beyond control.

As a result of the recent fatality in a moving picture theater the fire department of New York City has notified all theatre owners and advertising agencies which make up the programs for theatres to conform with the ruling as to printing the exits of the theatre in the programs. Since the fatal fire in Catharine street an inspection of various theatres has shown that the ruling in reference to the printing of exits has been overlooked and the fire department is changing this. Fight clubs operating in the city, as well as all places of amusement where a large crowd gathers indoors, also come under the ordinance. A notice to this effect was sent out recently and does not excuse theatre owners who claim that copies of their programs are mailed to intending patrons.

More used and broken tops are requested by the firemen connected with Engine Co. No. 1 and Truck Co. No. 1 of Trenton, N. J. They have rebuilt practically all the stock on hand and want to keep busy every moment until Christmas Eve so that no poor kiddie in town shall be denied a toy on their account.

Three firemen were injured, one of them seriously, when a fire truck collided with a trolley car in West New York. One of the men was removed to the North Hudson Hospital, but the other two insisted upon going home after their wounds had been dressed. The passengers on the car were shaken up and frightened but not injured. Julius Hesser, West New York, the most seriously injured, was driving the truck. He was pitched through the side of the trolley car and badly cut about the head. Daniel Burkgardt and William Hanford were cut and bruised. The accident occurred at Dewey avenue and Eighteenth street. The fog was thick at the time and Hesser says he did not see the trolley car until he was too close to it to prevent the collision.

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Engine Never Misses.

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"Deluge" Chemical Fire Engines are simple, strong and reliable. The best for fire fighting efficiency. Write for full information regarding No. 50.

THE PROSPECT MFG. CO.
Prospect, Ohio

Leslie Marcus, one of the five members of Fame Fire Co., of Wilmington, Del., who were injured when a chemical engine on which they were riding skidded on Market street near Fifteenth and threw them to the ground, was in an unconscious condition at the Delaware Hospital. His skull is not fractured but there appears to be a pressure on the brain. Michael Cruso and Frank Lyons were reported to be recovering rapidly. Joseph McCall, who was taken to the Homeopathic Hospital, was expected to leave that institution.

The News of Plainfield, N. J., says: "The first public exhibition drill by members of the local fire department was given at the Washington public school under the direction of Fire Chief George Feiring, before a large and interested crowd of spectators and a number of city officials, including Councilmen Peter J. McDonough, chairman of the Fire Committee; Nelson Y. Hull, who is in charge of the drill work in the department; Willard D. James, Arthur Lovell, W. J. Boyd and Elmer Mills. Former Fire Chief T. D. Doane was also an interested spectator. The crowd was most agreeably surprised over the exhibition given by the firemen, in which the firefighters of the city showed marked efficiency as a result of the drills which they have had for a short time under Chief Feiring's supervision. It clearly demonstrated that the department has the right material in its personnel and all that has been needed is the proper training to develop the desired efficiency so that the men will be ready to handle any fire no matter how small or large."

James Walsh, one of the two surviving battalion chiefs of the Brooklyn fire department, died recently in his 72nd year, at Hudson, N. Y. He entered the Brooklyn fire department on Sept. 15, 1869, and after 26 years' active service retired from the department on March 1, 1895, with the rank of District Engineer, which at that time corresponded with the present title of Battalion Chief.

The News of Plainfield, N. J., says: "The 'First Aid' squad of the fire department rendered excellent service at an early hour yesterday morning when it was called to the home of Dr. Chalmers L. Crist in Park avenue, to aid in reviving Dr. Crist's father who had been overcome by illuminating gas. The stricken man is past 80 years of age. When his plight was discovered, Dr. William H. Anthony was called to attend him. Dr. Anthony tried to get the hospital to have a pulmotor brought to him, but was unable to do so. He then called the fire department and the 'first aid' squad responded promptly. Dr. Anthony thoroughly understands the operation of a pulmotor, but he placed the case in the hands of the firemen to see what they knew about it. The firemen went to work like experts, he says, and after three-quarters of an hour's work, the stricken man was revived."

The council of Buffalo, N. Y., considered the request of fire department employes for an increase of $5 a week in their pay for the last half of the present fiscal year. John F. Flood, president of the Dauntless Club, appeared for the men. Finance Commissioner Graves, says the Buffalo News, did not attend the meeting, so it was not expected final action would be taken, but "it does not seem likely that unless something happens to change the minds of some of the commissioners that the firemen or any other employes will get the increases they seek."

The annual entertainment of the Uniformed Firemen's Association of New York City is scheduled for Arcadia Hall, Broadway and Halsey street, Brooklyn, on Jan. 18, and Central Opera House, East Sixty-seventh street, Manhattan, on January 20. President Guinness in a letter to members says: "The prohibition of the sale of tickets to friends makes it necessary for every member to see to it that at least five tickets are disposed of among his immediate relatives. When it is considered that the organization has been responsible for higher pay, better conditions and the defense of pension and other rights, it should be regarded by every member as a duty and a pleasure to dispose of five tickets. While much has been accomplished for firemen by the U. F. A. there is much work ahead, if our promotion rights, our salaries and the conditions under which we work are to be safeguarded. The facts stated must be apparent to all members."

In the fire department of Troy, N. Y., the following increases are included in the budget: Chief Casey, $2,500 to $2,700; battalion chiefs, $1,600 to $1,700; captains, $1,300 to $1,500; hosemen, $1,150 to $1,350; engineers, $1,150 to $1,350; superintendent of the alarm, $1,800 to $2,000; assistant superintendents of fire alarm, $1,400 to $1,800; superintendent of hose department, $1,300 to $1,450; assistant superintendents, $1,200 to $1,350.

Middle Western States

Olaf Olson, new fire chief of Lincoln, Neb., appointed to take the place of Chief Sommer, killed in an automobile accident while going to a fire a couple of months ago, arrived from the Panama zone, where he has been connected with the fire department at Cristobal.

At a meeting of citizens of South Sioux City, held for the purpose of reorganizing the fire department, C. J. Kloster was chosen chief, Ed Garnett as his first assistant and Nason Antrim as second assistant. The fire department has not been well organized since the latter part of 1918. It is now hoped it will get back to its pre-war basis.

A petition asking the council of Davenport, Ia., to create an ordinance fixing rates of pay for the services of firemen at shows, lectures, dances, and other public entertainments, was presented at the council meeting by representatives of the firemen. The petition was referred to the fire and finance committees and to the city attorney. It is claimed by the firemen that they are often compelled to serve at a theater or dance hall while off regular duty and on their own time. There is no law to compel the theater owners to pay for such service and no compensation has been paid for the extra duty. It has been the custom of most theater proprietors and owners of public meeting places to have a fireman on duty at the building so that in case of emergency an experienced man may be present to protect the interests of the public. The petition asks that the council enact an ordinance fixing a scale of rates to be paid firemen, on the following terms: for attendance at one show or lecture in one evening, $3; for attendance at two shows or lectures the same evening, $5; for attendance at a dance or similar gathering, $5. The petition states that similar ordinances have been enacted in the principal cities of Iowa where the firemen are obliged to serve on their own time if assigned to theater duty.

Ain't Fire Attorney McCabe of Chicago the old joker, though? He wrote this report to Chief Fitzmorris after firemen dis-

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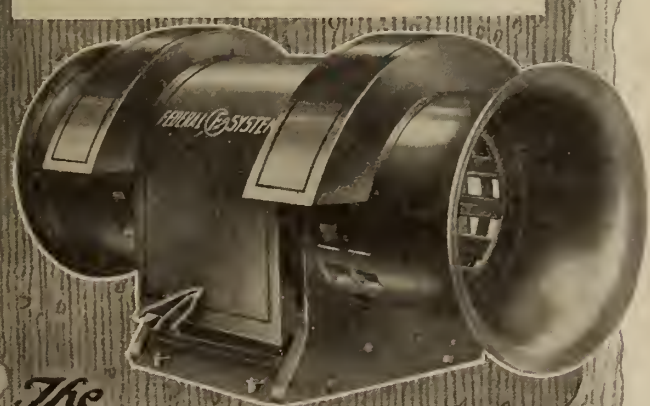

The FEDERAL ELECTRIC SIREN

ON December 7th, about 9 o'clock A. M., the opera house at Dwight, Illinois, suddenly burst into flames. A strong northwest wind kept the weak call of the fire bell from reaching the ears of over half the population. When all the volunteer firemen were finally called and got into action, the fire had gained dangerous headway, threatening the entire block. Fortunately, the firemen were very efficient, and they managed to get the fire out without damaging surrounding property. If the firemen had arrived there at least three minutes quicker, this fire could have been checked at its very start.

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covered a still in a second-story apartment at 611 W. 79th street, after being called there to put out a fire: "It was a still alarm, and our men found the still. There was fire, water and firewater on the premises. The flames were 'stilled' with the use of chemical H 2 O, which is supplied to us from the natural basis a few miles east of the scene of the fire. This natural nectar of the gods must be put to the sordid use, at times, of corrupting the hunted beverage now so popular by its scarcity."

Mayor Thompson of Chicago was appealed to by officials of the Firemen's Association of Chicago for his support in the movement to obtain higher wages for the city's fire fighters next year. A letter asking his aid was received by the mayor and another is to be submitted to the city council Wednesday afternoon. George B. Hargan, president of the firemen's association, informed the mayor a flat increase of $500 a year is to be asked for all firemen below the rank of battalion chief. The organization also recommends the equalization of the salaries of lieutenants and captains as well as assistant engineers and engineers. The mayor was told that the organization urges that the third class in the department be eliminated.

"The fire drill in the grade and parochial schools of Little Falls, Mont., is perfect," said Fire Chief Batters. He and Deputy State Fire Marshal Tourtillott made an inspection of all schools of the city with the exception of the high school. Unknown to pupils and teachers the two officials turned in fire alarms and in each case the building was emptied in less than 60 seconds. Chief Batters says conditions were good at the schools visited except in one particular. Not a building visited had a standpipe or fire extinguisher on the upper floors. This, he says, is a deficiency that should be remedied at once, as extinguishers in convenient places on upper floors might prevent disastrous fires or possible injury to pupils if a small blaze broke out.

Regarding the death of Chief Clyde Spencer, who was a member of the I. A. F. E., the Chicago Evening Post says: "For simple self-sacrificing courage and devotion to duty the name of Clyde Spencer, chief of the East Chicago fire department, must stand high upon the honor roll of American heroism. His brave effort to rescue his men; his refusal to permit others to take the risk; his insistence upon remaining at his post in spite of his terrible burns — these things mark in this servant of the people a quality of character too precious to be forgotten. In such deeds as Clyde Spencer's there stand revealed the possibilities of human nature. They are the answer to the cynic, who sees no good in his kind, and to the materialist who argues that man is the product of economic forces. Clyde Spencer, giving his life for others, should be remembered by the community in which he lived. By perpetuating the memory of such men we keep alive the finer impulses and aspirations of the race."

Western States

The Seattle Journal of Commerce says: "Stating before the Board of Public Works that his firm juggled its figures on the 4th avenue and Battery street fire station contract and that other firms who were out for the contract and did not juggle their figures were foolish, under the form of contract presented by the city, J. E. Shoemaker of Swennson & Co., general contractors, brought about a postponement of the award of this contract."

James Dillane, who has served in the Portland fire department for 22 years, has been appointed battalion chief to fill the vacancy caused by the promotion of John E. Young to chief engineer of the fire bureau. Chief Dillane won first place in a civil service examination conducted several months ago, and has held appointment as acting battalion chief since the retirement of ex-Fire Chief Dowell. Chief Dillane joined the Portland fire department Oct. 8, 1896, as a hoseman, served two years and resigned with many other members of the fire bureau in July, 1898. He returned to the fire bureau June 1, 1900, as driver of engine company No. 3, at Sixteenth and Washington streets. After four years of service in that position, Chief Dillane was promoted to the rank of captain, a position which he has filled for 16 years and 3 months at engine companies 3 and 17 and truck company No. 3. During vacation periods and his superiors' leaves of absence, Chief Dillane has been called upon to serve as acting battalion chief in all four fire districts, thus obtaining a total service in that capacity of one year and two months. During his service in the Portland fire bureau Chief Dillane was thrice honorably mentioned for saving life. At the Chamber of Commerce fire he assisted in taking three men out of the windows on the eighth floor by means of scaling ladders, and also rescued one man from the roof of the building.

Fireman E. M. Addison was seriously injured by inhaling hot steam and by being scalded on his arms, face and body and Engineer W. D. Davis suffered a sprained shoulder at Roseburg, Oregon, when their engine was wrecked while passing near Glendale, Oregon.

When the new fire and police station under construction at South Tacoma is completed and formally turned over to the public safety department, it has been planned to have a house warming in the structure. The plan suggested is that the building be thrown open to the South Tacoma residents some evening for their inspection and that a reception by Chief Carlson and his men be tendered. The local residents are pleased with the structure, and expressions have been heard that this section can boast

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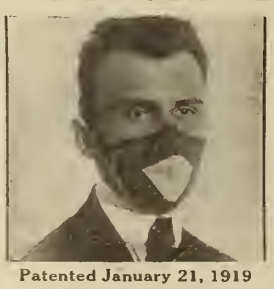

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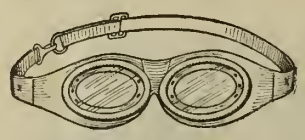

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3106	$19.75	$17.75	$9.25
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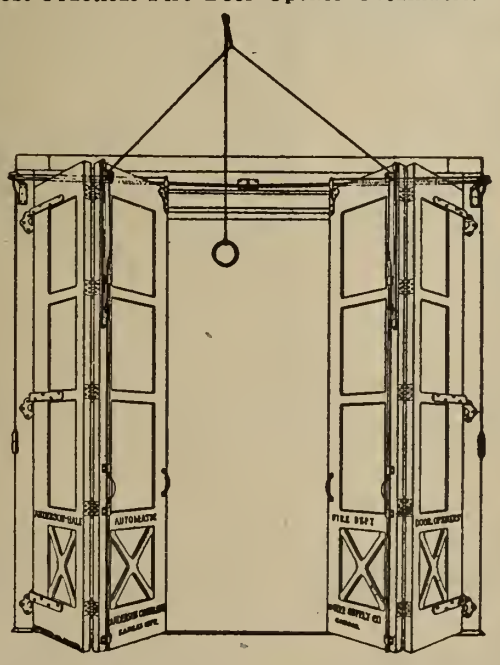

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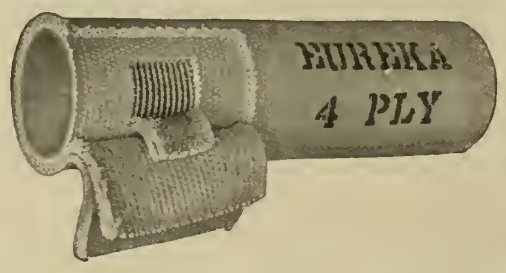

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Mobile, Ala. — Fire department in market for one second-hand fire pump, 500 to 1,000-gal. capacity, good condition.

Seymour, Conn. — Appropriation of $5,000 for hook and ladder apparatus voted by citizens.

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of one of the most modern fire and police stations built in any suburb.

The Telluride, Colo., Journal says: "Announcement was recently made in Durango by the city commissioners there that the two-platoon system for paid firemen, or a 12-hour shift for the firemen, would become effective in Durango on Dec. 1. The city commissioners took this action following the overwhelming majority given the amendment recently at the general election. The state law will not be effective until 1921, but the Durango commissioners thought so well of the plan they will put it into effect beginning this week."

J. H. Ellis, secretary of the Brighton, Colo., firemen, received a letter from J. F. McCormack thanking him for his good work in connection with the fireman's amendment and Brighton and Adams county for their support. Mr. McCormack says in part: "May Brighton grow and prosper. May their fire department give a helping hand to the end that it will so grow and may their interested secretary remain with them until such time as we have built up the best association of its kind in the country and Brighton has the snappiest department in the state. It is almost impossible for us to write to all who have contributed to our success so we would ask that you convey to your mayor, chief, newspaper folk and citizens generally our sincerest appreciation for the unselfish support accorded our measure."

Ground floor pipe casing must be installed in all buildings in Helena, Mont., the basements of which are used or are to be used in storing merchandise, according to an ordinance passed by the city council as a measure for better fire protection. These casings, to be installed in such locations and numbers, shall be designated by the city, are holes through which revolving fire nozzles are operated, giving a range of the basement for the sprays. In this way a fire can be fought more effectively.

The Roundup, Mont., Tribune says: "The holding of Commercial Club luncheons at stated periods was decided upon at a meeting of members Tuesday night, and the first luncheon will be at noon on Tuesday, Dec. 7. Arrangements and selection of place were left to the entertainment committee. It is the purpose to secure for each luncheon some speaker of note on subjects of interest to the community. At the first luncheon the topic for discussion will be the inadequacy of the present fire protection as disclosed by the report of Fire Chief W. G. Brooks to the city council. It was the sense of Commercial Club members that recommendations of Mr. Brooks should be favorably received by the council and that business interests of the city demand a better arrangement than at present exists for housing of the fire fighting apparatus. The matter will be discussed at the luncheon and figures will be presented showing the amounts which are paid out in insurance premiums. A committee from the club, accompanied by as many members as will come, will be named at the luncheon to attend the next meeting of the council and set forth the needs and wishes of business men."

Hamburg, N. Y. — Proposition to buy new fire engine, costing $11,100, will be voted on.

Valdosta, Fla. — Fire department is desirous of purchasing one pressure pump.

Shenandoah, Pa. — Inspection showed fire alarm system in bad condition.

Dare, Mass. — Committee appointed to purchase truck costing $2,500.

New York's Big Fire

The night of Wednesday, Dec. 16, 1835, may be remembered in the annals of New York as a time when a conflagration occurred, which, from the amount of property destroyed, is entitled "The Great Fire of New York."

The fire broke out in the premises of Messrs. Comstock and Andrews, 25 Merchant street, and in a short time raged with such intensity as to defy the exertions of the firemen and others who hastened to the spot. The night was cold, the thermometer being at or below zero, and a fierce wind prevailed. This paralyzed the exertions of the firemen. The supply of water, too, was, as yet, scanty; and what there was could, owing to the cold, be used only with great difficulty.

The inutility of all aid was soon perceptible; and all that could be done was to remove what could in haste be got together, from such places as were beyond the reach of the flames.

An immense quantity of goods was placed for safety in the Merchants' Exchange and the Reformed Dutch Church, where, it was presumed, they would be free from danger; but, in a short time, these buildings, with their contents, were reduced to ashes.

The fire was finally checked by blowing up several buildings. A detachment of marines under Lieut. Reynolds, and of sailors, under Capt. Mix of the navy, arrived with gunpowder, at about 2 o'clock in the morning, and rendered efficient service.

The morning of the 17th of December, 1835, opened upon New York with a scene of devastation. The range of buildings and stores in Exchange Place, Merchant street, and all of the adjoining streets down to the river, lay level to the earth with their contents consumed—the Merchants' Exchange and Post Office destroyed—the whole one heap of ruins.

Other accounts state the number of buildings to be 528 and a total loss of $17,000,000; being four millions for the value of the buildings and thirteen millions for the goods.

Anecdotes and incidents of the fire are numerous. Such was the violence of the gale during the prevalence of the fire, that burning embers were carried across the East River to Brooklyn and set fire to the roof of a house there, which, however, was speedily extinguished.

Great prices were offered and given for help in removing goods. One merchant is said to have purchased a horse and cart on the spot for $500 with which he succeeded in saving the stock. The grandest and most imposing scenes of the fire were seen from Brooklyn, Weehawken, and Staten Island. From thence the whole city seemed in flame.

At one time, turpentine, which took fire on the wharf, ran down, on fire, into the water and floated off making a blazing sea of many hundred yards square. The illumination was observed at places a hundred miles from the city.

Burglarized Hose House

Another schoolroom burglary was committed at the Jefferson avenue hose house, which was entered during the night, and the temporary schoolroom on the second floor of the building ransacked.

The incident was reported to the fire department this morning by a resident of the neighborhood. None of the apparatus or other property of the fire department was interfered with in any way, so far as was ascertained, the marauders making the schoolroom the object of their visitation. — Danbury, Conn., News.

Columbia, Pa. — Motorization contemplated.

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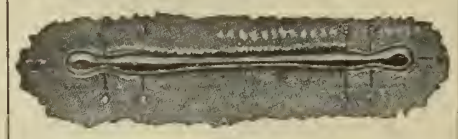

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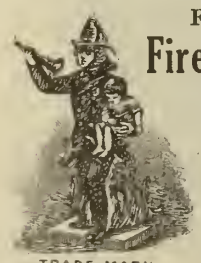

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Bullet-Proof Glass

Those who attend the "movies" and read the Sunday supplements have seen illustrations of a demonstration of a bullet-proof glass, but these accounts have all been lacking in any technical detail such as might interest an engineer.

We have secured some figures regarding a test of the glass.

The test was conducted under the supervision of the New York police department in police headquarters, and the shooting was done by an expert marksman, who sent three bullets into the same spot, the last two of which lodged in the glass.

The bullets used in the test were the usual .45 automatic Colt, smokeless, metal cased bullets weighing 200 grains. The pistol used was the regular .45 calibre (automatic) U. S. A. model. It was fired point blank at a distance of 12 feet. The glass was framed in one-quarter inch wood without any backing.

A piece of paper was placed one foot behind the glass but bore no marks of any flying fragments. In one test a second shot was placed within 1-64 of an inch of the first hit and this bullet lodged in the glass but did not pass through. Moreover, this was considered a test which would probably be impossible in actual service, as bullets, like lightning, rarely hit twice in the same spot.

After the test with the .45 calibre automatic, a test was made with a Krag-Jorgensen rifle, using a 30-30 bullet, that will penetrate 36 inches of solid oak. This bullet passed through the glass, making a clean hole, and embedded itself in a yellow pine board one inch thick that backed up the glass.

This is considered the most phenomenal part of the test, and it demonstrates that by using an extra 1-4 inch thickness the glass will retard even a bullet of this calibre and type.

Bullet-proof glass seems to possess wonderful possibilities and there is no doubt but that safety engineers will rapidly find use for this wonderful product. — Safety Engineering.

Increased Efficiency

There is improved efficiency in the New London fire department, since the new fire committee of the court of common council, with the mayor, took charge, and applied some of the measures that prevail in a paid fire department.

Chief Stanners is on the 12-hour day trick and First Assistant Rose has the 12-hour night trick.

This efficiency was demonstrated at a small fire in a store in Bank street last Saturday night. The first company to arrive at the fire had the blaze well under control with chemicals and a line of water hose was laid to be used, if necessary.

Just about as the job was to be completed, the officer in command ordered this company to get out and pick up, and let another company come in. This was done and by efficient work the fire was finally subdued. Not, however, until the place was flooded by two streams of water. — Norwich, Conn., Bulletin.

Nobody Was There

Recently an alarm was sent in from box 16 at Holbrook, Mass., and one of the pieces of apparatus did not respond until the blaze was about out for the reason that the town has no permanent men and there was no one in the station at the time the alarm came in to drive the truck. A few moments later a young man, whose calling in life is driving an express wagon, happened along and knowing of the fire hitched up the rig and made his way to the fire.

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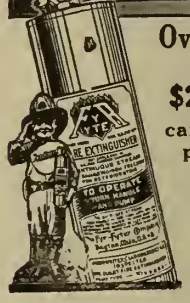

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JOHN T. TULLY, Former Chief, Fire Dept., Terre Haute, Indiana.

Write for Free Booklet.

THE CORY-PATTERSON CO., 202 Jeff St., Greenfield, Ohio

Fire Driver Fined

Recently the Farnworth motor fire engine, whilst on a road test, collided with an electric standard, threw the firemen off the engine, and the ambulance had to convey some of the men to hospital. Fortunately the injuries were not serious.

The police summoned the driver for driving to the danger of the public, also for driving without a license. The prosecution alleged that when a tramcar pulled up to unload passengers, the motor fire engine was seen to be traveling so fast, overtaking the car, that the passengers would not alight.

In swerving to avoid the car, the motor fire engine, alleged to be traveling between 30 and 35 miles an hour, collided with the electric standard. The offside wheels of the engine collapsed and the rear axle was broken.

Ch. Offr. Entwistle, who was on the engine at the time of the accident, said the driver had only commenced duty the day previous to the accident. The speed at the time of the collision was about 12 miles per hour, and only the rear wheel hit the standard; the engine did not mount the curb. The accident, it appeared, was caused by the sudden swerve to the off-side, which was necessary to avoid killing a passenger from the tramcar.

The defendant had not a license at the time, due to the fact that there was a misunderstanding between the defendant and the Farnworth District Council, his employers, as to who should take out the license.

The Bench decided to convict and imposed a fine of 2 pounds 2 s. and costs of 2 pounds 2s. for counsel and 10s. for each of four witnesses. The summons was heard at the Manchester County Police Court.

At a subsequent meeting of the Farnworth District Council the driver was exonerated from all blame and the action of the magistrates in convicting was regretted. — Fire, London, England.

Lynn's Historic Fire

Thirty-one years ago was a far different night, in regard to banquets, for the men who were present in Smith's reception hall, at the head of Union street, when 50 members of the Box 41 associates gathered around a table loaded down with hot turkey, mashed potatoes, lobster salad and escalloped oysters, topped off with coffee, ice cream, frozen pudding and cake.

The veteran ex-fireman, Charles H. Chaffee, 84 years of age, was the oldest man belonging to the association. William Sullivan, of Ladder 2, was the youngest of the members, while on either side was veterans who had stood and fought one of the most destructive fires this city has ever known.

Among those who addressed the veterans was Asa T. Newhall, who was mayor of Lynn at the time of the big fire in 1889, and who is the only honorary member of the association.

Engineer Charles H. Chaffee, who kept his engine in operation at the big fire for 21 hours without a stop, told how pleased he was to be with his old companions again. — Lynn, Mass., News.

Contemplated Improvements

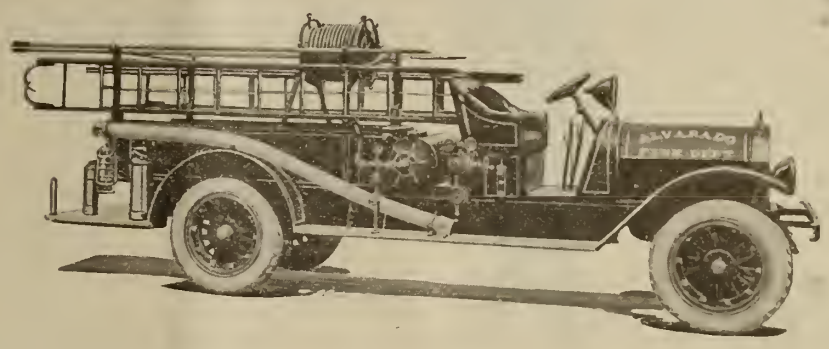
Easton, Pa. — Committee instructed to purchase rubber coats and other articles for fire department.

Fort Wayne, Ind. — Board of Safety considering new fire alarm system.

New Bedford, Mass. — Chief Dahill recommends purchase of two "booster" tanks.

Westfield, N. J. — Recommendation by fire commissioner for purchase of 1,000 feet of new hose.

LUVERNE MOTOR FIRE TRUCKS



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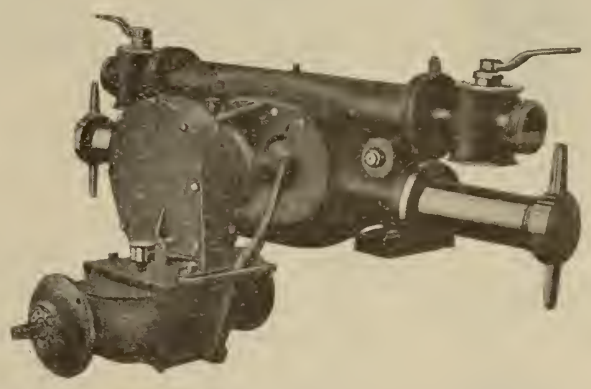

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Woonsocket, R. I. — Appropriations made included: For fire department, $10,800; fire apparatus, $1,200.

Ballston Spa, N. Y. — Will buy 500 feet of fire hose.

Union, N. J. — Addition of motor fire apparatus to fire department is urged.

Ridabock & Co.
Fire Department Uniforms, Caps, Banners, Etc.
149-151 West 36th Street NEW YORK

GAVE LIFE FOR MEN

Dramatic Sacrifice of East Chicago Fire Chief

Smoke billowed from the windows of the frame cottage. Chief Clyde Spencer of the East Chicago fire department anxiously watched a lead of gray hose crawling into the building. Somewhere in that inferno of smoke and flame were Pipeman Charles Schilling and Lieut. Ray McBride.

The hose stopped crawling. Something was wrong with the men.

Ordering his aids back, the chief ducked his head and entered the building. He dropped to his hands and knees, crawling through the dark hallway, holding the hose for guidance.

Minutes passed. The firemen appeared at an upper window and climbed down a ladder to the ground.

A second rescue party started. The chief was found burned and unconscious in the hallway. He was carried out.

In a little while he opened his eyes. The fire was extinguished with but little damage. The firemen started back to their headquarters.

"I'm all right," said the chief — then he wavered and sank into a chair. He died without regaining consciousness.

The Whiting, Gary and Hammond fire departments marched in the public funeral from the Congregational Church. Chief Spencer was married and had three children.

CALLING OUTSIDE DOCTORS

New Fire Department Practice Inaugurated at Hartford

To assure the best possible care for members of the Hartford fire department in cases of physical injury and to permit no technicality to interfere with the supplying of expert attention to them, the fire commissioners voted that the chief or the assistant in command at the time, be authorized to call, at his discretion, specialists to furnish treatment to firemen injured in the performance of their duties.

The matter was broached by Commissioner William J. Rankin, who pointed out that he did not want to be considered dissatisfied with the work of the department doctors, but that fire-work at a fire often led to injuries that the average doctor could not handle expertly.

Chief Moran supplemented the commissioner's statement in the mention of smoke and gasses that injured the men's eyes and treatment of which should be given by doctors known to be eye specialists.

The present arrangement calls for treatment of injuries or illnesses, contracted by the men at their work, by department doctors and on some occasions payment of doctors' bills by the department if family physicians are called in in preference to the department doctors.

In case of emergency, the most easily available doctor is called, but the object of the recent action was to provide legally for the summoning of the very best care for injuries of peculiar nature without being bound to the physicians provided by the city and continuance of the expert care if necessary. The commissioners, in expressing favor with the idea, emphasized the fact that no dissatisfaction with the department doctors was intended.

FIRST MOTOR APPARATUS

Hose Chemical Wagon at New London Was Placed in Commission October 6, 1903

Although few know it, says a New London paper, the first piece of motor fire-fighting apparatus to be used in the country is in that city, the property of the Niagara Engine Co. It is a hose chemical wagon, built by the American-LaFrance Co., and was placed in commission in New London on Oct. 6, 1903.

The city of Newton, Mass., claims the possession of the first motor vehicle to be used for fire department purposes, a chief's car, a Stanley, which was purchased by Chief W. B. Randlett of Newton, Mass., and placed in service June 11, 1903. This apparatus, however, was not used for the actual fighting of fires, and so the wagon of the Niagara Hose Co. must be accorded its due rank of first fire apparatus to be used in this country.

The wagon is of the autocar variety and the motive power is steam. The total weight of the apparatus is about five tons. The driver's seat is located directly over the boiler, and the exhaust stack is located back of the seat. It is a chain-driven affair.

For the past 12 years or so, the apparatus has been stored in a tumble down shed on Blydenburg avenue, and being neglected, it soon rusted and cracked. The paint has all been erased, and the nickel and brass, with which the truck was once resplendent is now totally corroded. The flooring is worn away in places and the truck is in a pretty dilapidated condition.

Despite this fact, however, members of the Niagara Engine Co. are just as proud of it as they are of their new speed hose wagon, which has been in the company's possession but a few months. It was bought and paid for with money raised by the company and not by the city, and this fact alone has tended to make it invaluable to the company members.

Now the old wagon has been taken from the old shed on Blydenburg avenue to the Niagara Hose house on Bank street, where it is to be all perked up, in order that it may possess the presentable appearance that the most valuable of fire service relics should have.

A Lesson

The value of carrying an extra supply of chemicals for tanks on fire apparatus was demonstrated at a fire at Baldwinsville, Mass., a few days ago, the fire being of such a magnitude that the contents of the tank were used. When the operator of the machine attempted to return to the station for a new supply he found that he could not start the motor of the truck as there was no gasoline in the engine.

FIRE SERVICE

THANKS FROM FIREMEN

Members of Charleston, W. Va., Department Grateful to Fire Service for Platoons

Charleston, W. Va., is the 431st city to adopt the two-platoon system for its fire department. The population of Charleston was given by the last census as 22,996 but it had a large accretion during the war.

If the 150 cities of Italy whose fire departments have platoons were included in our list it would be the 581st, but for the present we are keeping the list without the addition of the Italian cities.

We have received the following letters:

Charleston, W. Va., Oct. 28, 1920.

Fire Service,
New York.

Gentlemen—The members of the Charleston Fire Department want to thank Fire Service for the service it rendered toward getting our double platoon system. It was granted by our City Council 15th of September, with a small increase with it, and is the greatest thing to be given any fire department.

The boys wouldn't go back to the old system under any consideration.

We want to subscribe for Fire Service by the year — one to Central Station and one to Capt. Montague, No. 4 Station, Elizabeth and Wash streets. Will forward money order at once.

Yours respectfully,
J. L. McLane, Central Fire Sta.

Charleston, W. Va., Dec. 11, 1920.

Fire Service,
New York.

Gentlemen — You may now add this city to your list of the two-platoon cities.

We started this system October 15 with a 40 per cent increase in men, working 10 hours in the day and 14 hours at night, changing shifts every Thursday. We have found this very satisfactory so far.

The firemen here are very much pleased with this new system. Some say it is like getting out of jail.

All the members of this department join me in thanking Fire Service for what your paper has done in aiding us in making our fight for the two-platoons.

Very truly yours,
Samuel F. Montague,
Captain, No. 4 Company.

396 SNOW REMOVERS

Extraordinary Result of Crime Wave in Minneapolis

Fire Commissioner Drennan of New York City has issued a general order establishing in the fire department a motor emergency squad organized for the purpose of operating tractors in snow removal.

The squad will consist of four men, two men for day duty and two for night duty. The squads have been assigned to plough routes in districts, each of which is to be under command of a lieutenant. Tractors are to work in teams of two machines.

In announcing the establishment of the motor emergency squad, Commissioner Drennan said it was the intention of the fire department to undertake the work on the theory that it is the duty of the department to keep the streets clear of snow.

Commissioner Drennan declared the city had been mapped out and the department is now in a position to handle any situation that might arise from the Battery to Seventy-second street.

The order provides that men operating the tractors will be allowed expenses at the rate of $3 a day for meals. The order assigns twelve lieutenants and 384 men to operate sixty-four tractors, which will be stored in the fire houses whenever possible.

There also was inaugurated a new fire signal, "14-14," which, when transmitted, will be the signal on which the snow shovelers will respond to clean the streets.

CONCRETE FIREPROOF CONBINE

Queer Way of Making Money Out of "Fire Prevention"

A combination of twelve concrete fireproof material manufacturers who fixed prices and profits through a central bureau was bared in New York by Samuel Untermyer, counsel to the Lockwood committee, at the committee's session in the City Hall.

Roswell Easton, head of the Easton Fireproofing Construction Co., said that the Concrete Fireproof Association, made up of twelve fireproofing concerns, formed the Concrete Fireproofing Estimating Bureau, which gave the members estimates on work.

Under penalty of fine, he said, members of the estimating bureau, whose $2,000 capital stock was owned by the association, were not permitted to charge less than 35 per cent profit on a $500 job, not less than than 30 per cent on a job between $500 and $1,000, and not less than 25 per cent on jobs between $1,000 and $5,000. Above $5,000, percentage of profits was to be added at the will of the contractor.

Easton admitted that Arthur Greenfield, one of the members, was fined $300 by way of disciplining him for being too low on a contract. A form of contract was adopted which was attached by the members of the organization to all contracts.

An ingenious arrangement was entered into whereby the members who did little business received a larger share of the dividends of the estimating bureau than the more successful contractors.

This is the way the arrangement worked: The bureau had three "supervisors" each month. The contractors paid into the bureau 2½ per cent on their gross contracts. At the end of the year it was provided that the "supervisors" be paid in inverse proportion to the contracts they received. Those doing the greatest amount of business were to receive the lowest share and those doing the lowest business were to receive the greatest share.

Letter from Chief Bates

Chief Bates of Elyria, Ohio, in the letter below, asks for information as to new rules for two-platoon fire departments in cities of from 15,000 to 25,000 inhabitants. These rules vary and are being frequently changed as new improvements are made in the system, but if any of our readers can assist Chief Bates by giving him the information he seeks we hope that they will do so.

The letter of Chief Bates is as follows:

Elyria, Ohio, Dec. 10, 1920.

Fire Service,
New York.

Gentlemen — The fire department of Elyria, Ohio, has been operated on the two-platoon system for nearly a year under rules and regulations which have been in effect for a long time and general orders to meet the new conditions.

We now wish to get out new rules and regulations and, knowing your interest in firemen generally and the success of the two-platoon system in particular, thought you might have some sample rules and regulations for the government of fire departments with such working conditions.

Elyria is a small city 25 miles from Cleveland and you may know of some nearby two-platoon city that has made new rules recently; if so, kindly give their address and oblige.

Thanking you in advance for this favor, I am

Yours respectfully,
W. N. Bates, Chief.

An "In and Outer"

Fire Service,
New York.

Dear Sirs — Perhaps I belong in Class 7 — at present.

While I have been a subscriber to your magazine a long time I am at present out of the fire business. Perhaps if the hours were shorter I would be in it again.

I am what Northern firemen call an "in and outer." Serve a while, then get tired of confinement in engine houses, then quit and work at something else.

For instance, I have served two years in Galveston F. D., 5 years in Houston, 3 years in El Paso, 3 months in Texarkana, 1½ years in Beaumont F. D., and 5 years on Galveston fire boat.

While serving on fire boat, I passed examination and secured a marine license.

All the same, I subscribe to your paper so as to keep in touch with the fire business, as I am always interested in modern fire department ideas.

Respectfully,
Henry Farley, Galveston.

"A Good Thing"

December 13, 1920.

Fire Service,
New York.

Dear Sirs — I received your bill. Am mailing check.

We are all very well pleased with Fire Service and expect to keep a good thing going.

C. A. Trask,
Fire Station No. 13, Saginaw, W.S., Mich.

COOL ON PLATOONS

That is One Accusation Made Against Lieutenant J. L. Flannery

A committee of lieutenants in the New York Fire Department working in behalf of the candidacy of Lieut. Walter J. Dugan for president of the Lieutenants' Association, took exception to some of the claims made by the friends of Lieut. Joseph L. Flannery, head of the organization.

The committee consists of Francis J. Sample, Louis Lange, Charles Reilly, Albert E. Hodge, David Sullivan, Gustave Moje, Walter Clark, John V. Sheehan and James V. McManus.

The committee claims that Lieut. Dugan did the following for the organization: Amending chapter 424, laws of 1920, regarding the retirement of employes; forwarding of meeting notices to each fire house; resolution for appreciation of the two-platoon system; represented the organization for salary increases; inviting officials to address meeting of lieutenants; issuance of new certificates to avoid legal action, and honorary and associate membership.

Lieut. Dugan's friends said he was a constant worker for equalization in the Fire Department. The lieutenants feel that under the two-platoon system they share equal duties with the captains and should be recognized. They say that Lieut. Flannery dodges the issue.

The Dugan committee claims that the organization as a whole opposed the bringing in of telegraph employes into the fire department as uniformed men in 1919, and no especial credit is due any individual.

Lieut. Dugan's committee declares that he has served on all important committees during the past year, including the banquet, salary, captains and lieutenants and welfare committees and a number of others.

The committee declared that the activities of Lieut. Dugan should be carefully considered when the voting for president begins.

THE 8-HOUR DAY

May Be Decided at St. Louis at Special Election in April

The St. Louis Post-Dispatch says:

The Board of Election Commissioners has announced that petitions filed by city firemen, requesting submission to the voters of an ordinance to provide for an 8-hour day for employes of the fire department, are sufficient under the law, as they have been checked and found to bear the required number of signatures of registered voters.

Unless the ordinance sought is passed by the Board of Aldermen, it will be submitted, in all probability, at the mayoralty election in April.

The petitions bore 15,737 signatures when they were filed, but in the process of checking, employes of the Election Board deducted 2,042 names for various reasons, leaving 13,695 valid ones. This is more than 8 per cent of the 167,344 votes cast at the mayoralty election in April, 1917, while 7 per cent is the maximum required by law for a special election, 5 per cent being sufficient to cause submission of the measure at a regular election.

The signatures deducted were classified as follows: Not registered, 1,477; illegible, 68; no address given, 152; handwriting different from that indicated by signatures on registration books, 317; signatures questioned, 5; duplications, 22.

The firemen now work under an arrangement providing for 38 hours on duty and 24 hours off.

Although the Election Board has 10 days within which to certify its findings on the petitions, the certification has been made.

The Aldermen have 60 days within which to act upon the ordinance, and unless it has been passed in that period they are required at its expiration to certify the measure back to the Election Board, which must call a special election within 90 days unless a regular election falls within that period. The time thus allowed will permit of a vote upon the matter at the mayoralty election.

FIREMEN-POLICE

Extraordinary Result of Crime Wave in Minneapolis

After a conference between Mayor Meyers and C. W. Ringer, chief of the Minneapolis fire department, relative to the offer of Minneapolis firemen to volunteer their services to assist the police department in suppressing crime in the city, Mayor Meyers announced he would confer with J. F. Walker, superintendent of police, with a view to working out details of the proposal.

From the Mayor's statement it was inferred that he approves the plan, although he would not commit himself definitely until he had conferred with the superintendent of police. It was stated that if the plan is approved it is probable that some of the firemen volunteers will replace the traffic officers in the loop district, permitting the latter to do regular police duty.

Chief Ringer approves such a plan of cooperation, but said he would object to any proposal which contemplates using firemen for duties ordinarily assigned to experienced policemen.

Chief Ringer made the offer of his men's services in their spare time to Mayor Meyers.

Under a plan proposed by a committee of firemen, the 525 members of the active and office staffs of the fire department would be called upon to perform many duties now delegated to the police, so that the latter might turn their attention to criminal detection. At least 200 firemen would be available at any time of day or night, it was estimated.

Especial emphasis was laid upon a plan to have firemen relieve traffic patrolmen, so that they can be given night patrol duty.

The plan was first discussed at a meeting of firemen in Eagles' hall, followed by a larger meeting, at which a committee was appointed to offer the firemen's services to the Mayor and the chief of police.

Comprising this committee are: J. W. Trumble, engineer; Capt. John Lindstrom, of Truck Co. No. 3; Lieut. J. W. Sinco, Engine Co. No. 4; J. Arthur Anderson, Engine Co. No. 6, and Arthur Driscoll, member of the office staff of fire headquarters.

The Mayor sent our communications to all mayors of Minnesota cities and villages with a view to bringing about the statewide suppression of motion pictures emphasizing gun play and crime in general.

Co-ordination of the sheriff's office and the police and fire departments in an effort to minimize crime in Minneapolis is assured and the details are now being worked out by Sheriff Earle Brown, C. W. Ringer, fire chief, and J. F. Walker, superintendent of police. This announcement was authorized by Mayor Meyers, following a series of conferences.

The Mayor stated no definite program had been outlined, but it was practically certain the acceptance of the firemen's offer would relieve the 25 policemen now on traffic duty and permit them to be assigned to patrol duty.

Mr. Meyers said it may be possible that the firemen can relieve other policemen, but he preferred not to discuss the program until it has been approved by the department heads.

Mayor Meyers said prompt action by the City Council in authorizing the $30 monthly salary increases for members of the fire and police departments would have the effect of materially improving the morale of the men.

"The men of both departments have played square and rendered good service to the city," the Mayor said, "and it is important that they be given salary increases, effective the first of the year."

Calling upon the council to act on its budget plan to increase firemen's and policemen's salaries $30 a month approved by the board, in order to have those increases effective Jan. 1, the board of estimate and taxation is on record in opposition to the delay proposed by the finance committee of the council.

Meeting recently, the council committee voted to defer action on the salary increases of all city employes under council jurisdiction until Jan. 5.

The estimate board unanimously adopted a resolution recommending to the council that it act on the salary increases as speedily as possible.

Thirty firemen went on police duty at Minneapolis Dec. 11 as directors of traffic at congested street corners. Thirty policemen will be released by them to cope with criminals. This is an emergency measure to deal with banditry.

In making a $5 contribution to the Firemen's Relief Fund, five Minneapolis business men paid tribute to the spirit of Minneapolis firemen in responding to the police emergency and donating their time to relieve the traffic squad in patroling the city.

A Misapprehension

A short distance from Chicago there is a town called Cicero, which has a live fire department and the members, like most firemen, have a ball once a year. The Chicago firemen are a bit sore because the Cicero men are selling tickets for their ball within the city limits, the tickets that are on sale bearing the letters "C. F. D.," and many believe are being sold for the benefit of the Chicago department.

ACCUSED OF ACCEPTING MONEY

Charges Against Two Employes of the St. Paul Fire Prevention Bureau

S. J. Donlin and Edward Altier, inspectors of the fire prevention bureau of St. Paul, Minn., were suspended Dec. 10 by Commissioner A. E. Smith for the alleged acceptance of money in connection with the inspection of a building at South Wabasha street and Colorado street.

Commissioner Smith declined to state the amount of the money received, but asserted that after a complete investigation and hearing he would make public the facts in connection with the case.

It is charged, according to Commissioner Smith, that Donlin and Altier told J. W. Goff, proprietor of a skating rink at South Wabasha and Colorado streets, that they would hurry his license through the proper channels if given a certain sum of money.

Donlin and Altier assert that the money was a gift from Goff for their prompt work in connection with the inspection of the building, according to Smith, who called the men "on the carpet."

Goff formerly was proprietor of a skating rink at the Mozart hall and requested that his license be transferred to the West Side address.

Commissioner Smith told the council that Goff had conducted an orderly place, but suggested that the license be delayed as the new address was near a church. He suggested that Goff be permitted to run the skating rink for several weeks, and if there were no complaints from the church congregation the license should be transferred.

All buildings, before a license is granted, must be inspected as to fire hazard, and this inspection resulted in the alleged request for money on the part of the inspectors, according to Commissioner Smith.

DEATH OF LAWRENCE W. CLARK

Former Owner of Fireman's Herald Was a National Character Among Fire Fighters

We regret to announce the death at 15 Van Sicklin avenue, Brooklyn, on Dec. 11, of Lawrence W. Clark, at one time owner of Fireman's Herald and a picturesque and well known figure at firemen's conventions for many years. The funeral services were held at 8 p.m. on Dec. 13.

As owner of Fireman's Herald (now Fire Service) Mr. Clark was a national figure in the fire-fighting world, and his personality was such that he was extremely popular. He was intimate with Fire Chiefs all over the United States.

He was born in New York City, March 28, 1840. The family moved to Brooklyn, in the Heights district, in 1841. He was endowed with a remarkable memory and remembered Brooklyn in the late '40's before the water and gas was introduced in the city.

He was known from early boyhood as "Larry" Clark and had a large circle of friends and acquaintances. He served 8 years in the Seventh Regiment, in the '60's, and was a member of the Seventh Regiment Veteran Association, from 1869.

He resided on the Heights until 1884, when he married and moved to the upper part of the city. Having lost his wife in 1885, he went to reside with his sister, in Bay Ridge. He joined Bay Ridge Engine Co. No. 1, in 1886, and was a member of it until the city disbanded the volunteers. He was first to suggest the forming of the New Utrecht Exempt Firemen's Association and was a member of it until his death.

The Late Lawrence W. Clark

He was the owner and publisher of Fireman's Herald in the latter '80's and '90's, and was personally acquainted with all the prominent Fire Chiefs and those interested in fire matters in this country.

He was a member of the New York State Volunteer Firemen's Association since 1886 and an honorary member of the Southern New York Volunteer Firemen's Association.

"SEVEREST CENSURE" FOR CHIEF

Committee So Reports in Matter of Fatal Fire at Union Township

That the action of Fire Chief A. Eugene Baker of South Orange Township at a fire in Union Township on the night of Nov. 16, when a mother and two children perished, merits the "severest censure," is the opinion of the fire committee of South Orange Township, as expressed in a report submitted to the governing body.

"Whether it indicates his unfitness as a chief of the fire department or merits his dismissal from the fire force of the township is a matter to be determined by the Township Committee," the report adds.

The fire committee is composed of Committeemen Ernest E. Mathison, Charles D. Henley and Harry C. Thompson.

After the report, a lengthy one, was read by Clerk Arcularius, a resolution, offered by Committeeman John De Hart, was passed making the report a matter of record and providing for sending copies to the Union Township Committee. The resolution expressed regret at the results of the fire and promised aid to Union in future emergencies. It provided also that action in the case of Chief Baker be deferred until the time for reappointment of township officials in January.

The introductory section of the report tells of the examination of the chairman of the Union Township Committee, the Union Township police chief and a member of the Vaux Hall fire department, as well as several others. It says that none of these officials attached any blame to the South Orange firemen or Chief Baker for their actions at the fire.

Chief Baker is criticized in the report for his inaction after hose belonging to South Orange Township had been attached to a hydrant. It is also pointed out that the chief kept his men and apparatus at the fire for 25 or 30 minutes after his arrival there.

"We are of the opinion that the action of Chief Baker in this instance," the report goes on, "was the result of faulty judgment hastily made. That he continued to be actuated by such judgment during the interval he remained at the fire, can, in our opinion, be attributed only to the stubbornness of a man not strong enough to reverse his judgment on the ground in the presence of those before whom his first judgment was announced. We believe that reasons given by the chief as actuating his course in this matter were without merit."

The concluding paragraph declares that "had the fire been kept under control in the cellar and the bodies of those unfortunate victims subsequently removed, Chief Baker and the Township fire department would have been without blame, and this is the result we believe Chief Baker should have accomplished."

The report further expressed the belief, however, that the lives of Mrs. Hermina Herk and her two children had been lost before the South Orange Township firemen arrived at the scene; that the victims probably had been overcome by smoke.

The Late Chief Cade

Chief Cade's advice and judgment were sought by his associates in the various organizations of which he was a member. Papers on fire fighting methods were frequently read by him before members of fire chiefs clubs and other gatherings.

With the growth of the town in the past 35 years to over double its population, and the increase in dwelling houses and industrial plants, Chief Cade's duties and responsibilities were more than that of any other Wakefield chief engineer. In every instance where big fires have been handled, especially when it was necessary to call out of town assistance, Chief Cade met the situation with characteristic good judgment, and won high praise from Wakefield and out of town firemen. In many instances, substantial checks from property owners have been sent to the Wakefield Firemen's Relief Association, in appreciation of efficient services, all of which have reflected credit on the Wakefield department and its valued chief engineer.

In his dealings with town officials and the public, Chief Cade was courteous and patient, and his memory will long be cherished by a circle of friends far wider than our town limits.—Wakefield, Mass., Item.

"Around the World"

The two-platoon system for the fire departments is making its way well around the world, for Calcutta in India has adopted it, making the 406th city to do so. — Providence Journal.

FIRE SERVICE

Issued every Saturday in the Interests of Fire Fighters by

FRANK K. KAUFFMAN
at 225 Fifth Avenue - - New York

FIRE SERVICE is the only national weekly in America devoted exclusively to the Fire Service.

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The Old and the New

A large number of cities of this country will on January 1 install the two-platoon system in their fire departments. Perhaps the largest of these is Milwaukee, with close to a population of half a million. From that they run all the way down to small towns with 10,000 or 20,000 inhabitants.

They will find no difficulty in installing the new system. Formerly Fire Chiefs imagined that it was a revolutionary change that ought to be approached in fear and trembling. They nibbled at it on the installment plan. Springfield, Mass., and New Haven, Conn., put it into operation in spots. They didn't know what might happen. Nothing happened. It was only apparent when the improved system was in operation in one part of a city and not in another that one part of the fire department was in the van of progress and another away behind the times.

There is no use of making two bites of a cherry. There is no reason why any city, no matter how large, cannot turn in a few hours from the old and discredited system of Continuous Service in the fire department and advance onto the new plan of two-platoons.

In the more than 350 cities in which this system is in operation the only report is that it is eminently satisfactory, and not one of them would go back to the old system under any circumstances.

A Vital Necessity

When the American fire service is fully motorized, as it will be in the not distant future, its operation will be absolutely dependent upon one thing — oil. Without oil, from whence comes gasoline, the motor fire engines will have to be hauled through the streets by horses, if moved at all. With limited oil the entire fire service would be paralyzed.

And it is an extraordinary fact that our supply of oil has now fallen so far below domestic consumption that last year we imported into this country 85,000,000 barrels of petrol. The end of the supply of oil is almost in sight just at the time when it has become of the highest value.

In fact, national salvation depends upon it, as future wars can only be fought with oil, which operates navies, aeroplanes, submarines and army transports, both on land and sea. This is one reason why a national struggle is now commencing among the powerful nations to control the world's supply of oil, the coal age having passed and the oil age having arrived.

This revolution has been especially marked in the fire service, which not only passed from coal to oil as its basis of operation but in the process was compelled to abandon one form of apparatus and take up another. The present motor apparatus cannot be operated with coal. Shut off the gasolene and every fire department in the country becomes helpless, with all our cities liable to go up in smoke, the firemen looking helplessly on. Even the old horse-drawn fire engines would not be available, most of them having been broken up.

Public attention, therefore, is more and more being turned to the maintenance of our oil supply. The subject is one for anxious consideration at Washington and the American government has begun to take active steps to see that its interests are conserved in all parts of the world in regard to keeping open the sources from which this absolute necessity of modern civilization is secured.

State-Wide Laws

The final figures of the election in Colorado show that compulsory platoons for all fire departments in that state carried by a majority of 30,544.

The Colorado Legislature might just as well have passed a mandatory law at its last session, as has been done in numerous other states, thus putting an end to the further discussion of this question.

Everybody knows what the people think on the subject. They have voted for platoons in hundreds of separate elections, with majorities running as high as 15 to 1, and out of over 400 cities that have adopted the new system for their fire departments none has returned to the old system, nor is it seriously proposed that any should do so.

The Colorado figures, however, will be useful in furthering the enactment of state-wide mandatory two-platoon laws in other states this winter.

Every state in the Union should have such a law. Every fire department ought to be on a two-platoon basis.

The old system has been shown to be morally wrong and economically wasteful. It is a relic of barbarism which the people wipe out with indignation when they get a chance to smite it in special elections. It is not only loathsome and barbarous from an industrial standpoint but an absurd anomoly from the viewpoint of modern efficiency.

The day has gone when public servants can be "sweated" by compelling them to work 24 hours per day and abandon their homes and children. The day has come when the fire service must be standardized industrially and placed upon a modern scientific basis.

A few weeks before Colorado took her place among the two-platoon states at the election of Nov. 2, we recorded the fact that Louisiana had taken the same position through the action of her Legislature. Several other great states are considering the same step and it is the duty of firemen everywhere to be up and doing to forward such action.

All it needs now to put an end to the discussion of the two-platoon question is persistent and energetic action in presenting the facts to the right people. Every Legislature in the United States is in a receptive mood. The way has been opened by a procession of great states which have enacted such legislation, including Pennsylvania, Ohio, Oklahoma, Indiana, South Carolina, Louisiana and Colorado, as well as others.

A mandatory two-platoon bill imposing the system upon every city of this state has twice passed the Legislature of New York and been vetoed upon technical grounds having nothing to do with the merits of the case. Indeed, the New York Legislature passed a three-platoon bill intended to apply to New York City alone.

The probabilities are that New York will adopt mandatory two-platoons for the whole state this winter, and it must be remembered in this connection that dozens of large cities in this state are already running their fire departments upon a two-platoon basis.

Illinois should have such a law, although Chicago already has platoons. Similar laws should be passed in Maryland, Rhode Island, and Massachusetts so that their largest cities may be compelled to conform to public sentiment. In the latter state 36 cities have adopted the system, but it has been turned down by a narrow majority in Boston, whose people were misled by misrepresentations. Similarly Philadelphia and Cincinnati fought against platoons until they were compelled by the State to adopt this system, and it was imposed upon New York City in a similar manner.

Every Legislature in the United States has received its mandate from the people on this subject. It knows what the people of the state want. It knows which way lies progress and advancement. It knows what makes for greater fire fighting efficiency and is well aware of the fact that no Civil War system of human slavery that compels public servants to abandon their homes and work 24 hours per day can survive in these modern times.

Highway "Lighthouses"

Local papers state that the entire state highway system of Wyoming is soon to be equipped with highway "lighthouses," dangerous curves being designated by yellow lights and railroad crossings by red lights. The lighthouses will "wink" 45 times a minute, throwing a 9-inch ray which can be seen for a distance of three miles.

OIL SUPPLY THREATENED

United States Government Moves to Keep Open the Foreign Supply of This Necessity

The supply of oil, upon which the entire fire service is dependent, is being so threatened that we are already importing it in large quantities into this country, and the federal government at Washington is anxiously moving to keep open the foreign wells to the American public.

Through these efforts it appears that the gigantic land-grabbing that took place among the European powers at the Peace Conference was largely aimed at oil wells, the rest of their acquisitions being mainly worthless real estate and deserts.

France and England have already divided many of these wells between them on a 25-75 basis.

But these, it has been found, are in mandate territory, which the United States now insists can only be held by these powers as trustees for all other countries, whether members of the League of Nations or not. The American insistence is that the mandatory powers cannot monopolize the oil in these regions for themselves.

The Literary Digest says:

The world is oil mad, declared a British knight who recently visited our shores. "Certainly the world has a tremendous oil thirst," agrees the Newark Evening News, "and the nations are elbowing each other—none too politely — in the neighborhood of the oil-springs of the Near East."

In our State Department and in the chancelleries of Europe this elbowing becomes a subject for notes of remonstrance and assurance. Secretary Colby's recent note to Lord Curzon, British Foreign Secretary, concerning Mesopotamia, insisted, in the words of the Springfield Republican, "upon the claim of equality of economic opportunity for the United States regardless of its non-membership in the League of Nations."

At any rate, says the Seattle Times, "the game of 'freeze-out' is being played on a gigantic scale in oil-producing regions." In explanation the Philadelphia Public Ledger declares that "the British bar civilians of all countries from prospecting for oil in Mesopotamia, but British army experts go on developing 'for military purposes.'" Oil, therefore, thinks this paper, "bids fair to replace gold as the chief subject of international differences in the future." "In Mesopotamia there is oil, and this is the oil age," significantly adds the Boston Globe, which also reminds us that "what the United States is asking on the subject of Mesopotamia oil is exactly what we have always been willing to grant to the whole world."

In his latest note Secretary Colby said, among other things:

"I need hardly refer again to the fact that the Government of the United States has consistently urged that it is of the utmost importance to the future peace of the world that alien territory transferred as a result of the war with the Central Powers should be held and administered in such a way as to assure equal treatment to the commerce and to the citizens of all nations. Indeed, it was in reliance upon an understanding to this effect, and expressly in contemplation thereof, that the United States was persuaded that the acquisition under mandate of certain enemy territory by the victorious Powers would be consistent with the best interests of the world.

"It is assumed, accordingly, that your statements with reference to Mandate A, together with the statement that the draft mandates for Mesopotamia and Palestine have been prepared with a view to secure equality of treatment for the commerce and citizens of all states which are members of the League of Nations, do not indicate a supposition on your part that the United States can be excluded from the benefits of the principle of equality of treatment.

"This Government is pleased to find that his Majesty's Government is in full sympathy with the principles formulated in its communications of May 12 and July 28. But it is unable to concur in the view contained in paragraph 15 of your note, that the terms of the mandates can properly be discussed only in the Council of the League of Nations and by the signatories of the Covenant. . . . . .

"The United States, as a participant in that conflict and as a contributor to its successful issue, cannot consider any of the Associated Powers, the smallest not less than itself, debarred from the discussion of any of its consequences, or from participation in the rights and privileges secured under the mandates provided for in the treaties of peace.

"The United States is undouhtedly one of the Powers directly interested in the terms of the mandates, and I therefore request that the draft mandate forms he communicated to this Government for its consideration before their submission to the Council of the League."

"We did take part, and an important part, in the far more vital business of winning the war which made the Treaty of Versailles and the distribution of mandates possible," the Philadelphia Ledger reminds us. "The Covenant of the League was not in existence when our boys went under fire at the Marne" adds this paper, and the Washington Star agrees that "if the United States has any rights as an associate in the winning of the war, and as signatory to the Treaty, they are not lessened by the fact that ratification has not yet been effected."

"Whether we join the League or not," declares the Brooklyn Eagle, "we are bound to see to it that other nations do not monopolize the economic benefits to be derived from the exploitation of territory we helped to free from the Central Powers." The Baltimore American believes that we would have "a less-privileged position" as a member of the League than we now have out of it, as in the League we would be "subject to and bound by League decisions." But, declares the Chicago Daily News:

"In the League or out of it, the United States has every right to ask to be consulted respecting the terms of the proposed mandates over Turkish or German territory. Natural resources in those territories should be developed primarily for the benefit of the respective resident populations and not in the interest of the mandatory Power. The United States is not a member of the League, but it may become one, or it may suggest the creation of a new association of nations. In any case, the mandate principle will undoubtedly be recognized and established as infinitely superior to the policy of grabbing conquered territory and exploiting it for the exclusive benefit of the state that holds the mandate."

"The United States is just as much interested in these mandates . . . as any nation that is a member of the League, and every mandate question that arises . . . should also be referred to the United States," asserts the Des Moines Register.

"It is not a Democratic or a Republican question, but a national question, that the possible disintergration of the Mesopotamian mandate has raised," adds The Register.

"Important as the oil question is," points out the Indianapolis News, "it is less important than the observance of the provisions of the League Covenant with reference to mandates. Under this Covenant it was intended that mandatory nations should be trustees, not simply for the League, but for the world. The question really is whether the selfish interests of the mandatory nations shall prevail rather than those of the people subject to the mandate, and of civilization." Then The News cites the San Remo agreement entered into by England and France last April:

"By the recent San Remo agreement 75 per cent of the oil of Mesopotamia was assigned to Great Britain and 25 per cent to France. It was also provided that any private petroleum company which may develop the Mesopotamia oil fields shall be under permanent British control. There could hardly be a clearer violation of the spirit and indeed, as is believed, the letter of the League Covenant than this arrangement."

The New York Journal of Commerce says: "Let us remember that if another war is to come it will mainly be in the air and under the sea; that the motor force for hostile activities must be oil, and that the control of the world's supply of oil by the Allies would make war by any future enemy a practical impossibility." This responsible business journal then notes that "the per capita consumption of petroleum in the United States has been 220 gallons, as against an average of 14 gallons per capita for the whole world," including this country. Of approximately eight million motor-cars in the world, all but half a million are in the United States, we are told, besides about 90 per cent of the world's supply of internal combustion engines. Furthermore, points out the Baltimore Sun, "the United States is now importing 85,000,000 barrels of petrol annually, consumption having mounted far beyond our domestic production."

American oil was not acquired under pretense of a mandate and then transformed into a monopoly, declares the Washington Post, which then reminds us that Mr. Lloyd George "made a strong argument against America holding all the German ships she had acquired," saying that "they belonged to all the nations that had fought on the Allied side."

Secretary Colby's note will serve to focus attention on British policy in Mesopotamia, thinks the Boston Transcript. And —

"British actions in this quarter furnish a test not only of the whole mandate principle, but of the motives and the purposes underlying post-war European diplomacy. If the San Remo agreement is used to advance British commercial supremacy in Mesopotamia, the world will have good cause to become suspicious of all the diplomatic bargains made by the Powers of Europe. The note of the Department of State provides the British Government with an opportunity to explain whether or not it is acting in good faith in Mesopotamia. The world awaits and expects a prompt reply."

Laurence Hills, Geneva correspondent, cables from the League of Nations there to the New York Herald:

"Japan has put herself in opposition to Great Britain's interpretation of the mandate clause of the League of Nations covenant and has taken virtually the same position as the United States in demanding the open door in these areas with no special economic privileges going to the mandatory Power.

(Concluded on Following Page)

PLATOONS INSTALLED DEC. 1st.

New System Goes Into Operation at Durango, Colorado

The Herald of Durango, Colo., December 1 said:

The two-platoon system in the local fire department, which was made possible through the passage of an amendment at the recent election, went into effect this morning.

Chief Williams remains at the head of the department. While he will always be found on duty at the fire house during the day time, he will take his place at the head of his men at any time during the day or night. Living directly across the street from the firehouse and having telephone connection, Chief Williams will cause no delay in answering the alarms.

According to the workings of the new platoon system, the firemen are divided into two shifts, who will alternate day and night work every two weeks. The first day shift under the system is captained by Ed. Howell, a former trustworthy member of the department, who assumed his new duties this morning. Silas Kennedy will work the shift with Mr. Howell. The night shift will be captained by John Lewis, with Henry Cochran assisting.

Each one of the firemen must have a phone in their home and be subject to call at any hour of the day or night.

While on duty it must be continuous, having no meal hours. They must bring their lunch with them and eat at the fire house.

During the winter months the shifts will be divided ten hours to the day shift and fourteen hours to the night shift. But in the spring and summer this will be changed to an eleven hour day shift and a thirteen hour night shift. In making the changes twice a month the firemen will have to put in an eighteen hour shift.

Under the present arrangement the day firemen go on duty at 8 o'clock in the morning and quit at 6 o'clock in the evening when they are relieved by the night firemen.

The new system is expected to work out very satisfactorily inasmuch as it gives the firemen an opportunity to devote more of their time to their families. Capt. Ed. Howell has no family so he is not chiefly concerned.

LARGE FIRES DECREASE

75 Per Cent of All Fires are Now Extinguished by Small Chemical Streams

A large majority of all fire alarms in most cities and large towns are now still alarms, mostly by telephone. At least 75 per cent of all fires are extinguished by small, easily handled chemical streams.

This motor apparatus, handled in the most efficient manner possible, can do much better than horse drawn. This is why large fires have decreased in number of most cities in recent years. Motor apparatus can reach fires and extinguish them in their incipiency much quicker than the horse-drawn apparatus and before they can become large enough to become dangerous if discovered early.

With motor apparatus and to meet new conditions in the best manner possible it is now necessary to have in station at all times firemen enough to respond to the fire alarms with and to properly operate after its arrival at fires all apparatus; without depending on men at meals or off duty.

Firemen who do not leave stations with apparatus when responding to alarms, especially those first due at fires, are not available for duty when their services are most needed to put the apparatus in operation and to fully man it immediately on its arrival at the fires.

High speed motor apparatus cannot stop or slow down to pick up additional men en route to a fire if the best service possible is to be rendered and at the most important time—when it first reaches a fire.

It cannot waste the few seconds to do so when they are often of so great value at the commencement of a fire.

Apparatus must now, to meet new conditions, have a full complement of men in station every minute, which only the two-platoon or some similar system not yet devised, can provide. A few seconds lost at the start of fires frequently cause a large fire and loss sometimes of lives.

Call force fire departments are not now suitable for city and large town fire departments except in a small, isolated suburban section, where fires are very few but some fire protection is necessary. All important, large fire departments are now gradually abolishing that system, which was necessary and rendered excellent service under past conditions.

Fire experts long connected with the service who know all its systems and their qualifications and necessities, claim that the two-platoon is now the only system which can provide a full force in stations at all times so that apparatus can reach fires and be put to work in the quickest time possible and keep the fire loss at the lowest minimum possible.

They say it is now the only system on which absolute dependence can be placed to provide the best fire protection possible at all times.—Firemen's Standard.

WOMAN FIRE WATCHER

Mrs. Condon is on Duty from 8 to 5 P.M. Every Day

Mrs. John Condon is the only woman fire observer on Cape Cod. From 8 in the morning until 5 at night she keeps vigilant watch of the surrounding country for signs of fire. This is the beginning of her third year as fire observer.

The Harwich tower is a previously unused cupola at the top of the Exchange building in the center of the town and commands an unobstructed view in every direction. The tower is approximately 110 feet above sea level.

The Boston Globe representative recently climbed the 104 steps to the tower, and asked Mrs. Condon, the observer, all the foolish questions of the uninitiated and she was patient enough to listen to them all and give ready answers.

"Yes, I'm on my third season here now," she said. "I first started doing this when the regular observer was called from duty unexpectedly.

"My husband is fire warden for this district and naturally he was able to keep me posted on a good many things until I felt confident enough to handle the job alone. This season fires have not been as plentiful as usual; the rains kill them. But when the dry spells come — then I keep busy."

She went to the windows which walled the tower on all sides and peered over the hazy landscape for signs of smoke.

"I've learned to do that unconsciously, you see," she stated. "It has become a fixed habit to let my eyes wander over the entire horizon every few minutes. You would be surprised how quickly one can pick out an unfamiliar plume of smoke."

"You see, I have learned to recognize certain columns of smoke just as I recognize certain rooms and chimneys and trees. Even behind heavy wooded sections I can tell whether Sam Burgess or widow Jones is building a fire in the stove, just by the look of the smoke and because I know that the chimneys of their houses are located in that exact spot."

"Ever lonesome?"

She smiled. "Well, it does get kind of monotonous and dreary sometimes; but, then, there is always something new to see. Ships, going and coming, storms brewing, airplanes soaring above the Chatham Aviation Station and all that give one something to look at.

"But, when two or three fires show themselves at as many points and observers are calling in — then things hum up here. No time to star gaze then — it's all work and a yard wide.

"Then again, the state is encouraging visitors to let them see for themselves just what is being done for forest protection. Consequently I have quite a few visitors to let them see for themselves many interesting folks.

"But it's just like any other job, 8 a.m. to 5 p.m. except when it rains. Then I'm off duty. 'Scuse me, there's the phone."

Oil Supply Threatened

(Concluded from Page 7)

"This is the chief reason for the deadlock now existing in the supreme council on an issue which involves the world struggle for oil, and which is finding its reflection here in the assembly's absolute to deal with the subject in any regulation way. Behind tightly closed doors these directors of the league's commercial struggle are scrambling for the war's chief spoils with Britain showing more and more her determination to maintain her position, league or no league, covenant or no covenant.

"The reason why the assembly is not able to take action is because the league has been absolutely unable to get the form of the contract from the supreme council, and the reason for that is that when Great Britain produced the draft of the contract under which she was to administer mandate areas it contained absolutely no reference to according equal rights and opportunities in other nations.

"The result was a protest from Japan which antedated Secretary Colby's note, in which she has taken even a stronger position than the United States in insisting that Great Britain live up to the letter and spirit of the mandate clause of the agreement entered into between the high contracting parties."

Canton, Ohio — Ordinance passed authorizing issuance of bonds of $38,500 for extending fire department buildings and for equipping same.

FAKE FIRE ALARMS

Motor Fiends are the Newest Pest, Often Turning in Five Rings a Night

False alarms of fire that have been sounded through the Electrical Bureau of Philadelphia during the last eleven months has cost the city $25,000. A total of 252 "fake" alarms have been made. Each alarm that is answered costs the city for wear and tear on apparatus and other expenses about $100.

False alarms are divided into two classes. accidental alarms and malicious alarms. In the former case an alarm is sounded in good faith by a person who sees smoke issuing from a building or a chimney. No fire, however, is found when the firemen arrive. Only twenty-four of these boxes have been struck in Philadelphia during the period from January 1.

Malicious alarms are turned in by cranks and small boys who like to "see the horses run." The number of malicious alarms total 228. Records kept in the fire operator's room at City Hall show that many of the false alarms are turned in on rainy nights. As many as five false alarms are sounded on rainy nights.

The latest pest that has appeared to disturb the early morning hours of fire fighters is a false alarm artist, who rides around in an automobile.

One night during the latter part of August one of these false alarm fiends started by turning in an alarm at Juniper and Spruce street five minutes after midnight. The next alarm came in six minutes later from Broad and Callowhill streets and within the next half hour three more calls had been sounded from various boxes along Broad street as far north as Erie avenue. Each one routed the firemen from their beds, endangering their lives for nothing.

In many cases the fire marshal's office find that the boxes have been broken by small boys whose curiosity has gained the upper hand and they cannot resist sending in an alarm "just to see the horses run," as they tearfully explain after detection. The boys are released after a warning in most cases but the grown-up who sends in fake alarms generally evades capture.

"Cannot Be Removed!"

Fire Chief Louis Pujol, of New Orleans, cannot be removed from office at the whim of the new commission council. He can only be ousted on charges of a serious nature and then only after a trial before the Board of Fire Commissioners and the state courts. This was the opinion given out by City Attorney Moore in an interview discussing the powers of the commission council to oust office holders. "Fire Chief Pujol was appointed for life. The commission council had nothing to do with the appointment. His life tenure of office was given him through a legislative act and not through the charter. This act authorized the fire commissioners to name him for life. The present or the incoming council cannot remove him only for cause. Charges would have to be preferred against him and a hearing held before the Board of Fire Commissioners. The charges must be of a serious nature, similar to those for which a Governor would be impeached. That is misfeasance or mal-feasance in office. The fire chief has the right of appeal to the state courts from any decision made by the board of fire commissioners. The legislative act referred to empowered the police and fire boards to appoint Chiefs Reynolds and Pujol for life. The boards did so. Since then Chief Reynolds died and the life tenure form ceased so far as the police chief is concerned. His term runs conjointly with that of the administration four years. Chief Pujol was the incumbent when the charter was adopted and was appointed under the legislative act for life. Nothing but death can remove him unless such charges as the courts would sustain can be brought against him." The Board of Fire Commissioners went a long way to help the present fire chief retain his position or at least give battle to a new council if charges are preferred against him by passing a resolution reciting his efficient service for the last twelve years. The resolution is made a part of the record of the Fire Commissioners and stand as an official testimonial to Chief Pujol. They read: "Whereas, during a period of nearly 12 years the Chief Engineer of the Fire Department, Louis Pujol, has by his untiring efforts and marked ability established the fire department of the city of New Orleans on a high level of efficiency and discipline, making it one of the best organized institutions of its kind to be found in the United States; and Whereas, it is meet and proper that the present Board of Commissioners of the Fire Department of the City of New Orleans on the eve of the expiration of their terms of office, place on record some expression of approval and commendation of the services rendered by the said Chief Engineer, Louis Pujol; Be it therefore resolved, that this Board, its recognition and commendation of the splendid services rendered by said Louis Pujol as Chief Engineer of the Fire Department of the City of New Orleans." That Chief Pujol is prepared to contest any attempt to oust him is generally believed around the city hall. With the opinion of the City Attorney and the Fire Board record to support him, it is said, the Fire Chief is in a position to give his opponents a hard battle. Chief Pujol would not discuss the matter after the meeting of the Fire Board. "Will you fight any attempt to remove you?" he was asked. "I can't talk about that. I haven't been notified that there will be an attempt to remove me. There is no use in talking about what you would do until the times comes to do it."

Coming Convention

Bryan, Ohio, Dec. 13, 1920.

Fire Service,
New York.

Gentlemen — Enclosed please find check for $2.50, covering subscription.

In your coming convention dates, please make note of the annual convention of the Northwestern Ohio Volunteer Firemen's Association, to be held at Bryan, June 15, 1921; C. R. Bowersox of Bryan, president; J. W. Fisher of Wapakoneta, Ohio, secretary.

Yours truly,
C. R. Bowersox, Chief, F. D.

Effect of "Politics"

There is reason to suppose that the Bureau of Fire Prevention has been turned to account for political purposes. In the Street Cleaning Department the loss of morale and efficiency has been equally striking.—N. Y. Evening Post.

SERVICE NEWS FROM EVERYWHERE

New England States

Again the old bluff of the "empty safe." The fire commissioners of Manchester, N. H., have refused the request of the members of the fire department for a two-platoon system. The commissioners state that they are unwilling to ask the city government for the extra appropriation and that the only alternative would be a reduction in pay, which they are reluctant to put in force. The men declare that they would not consider a reduction, the pay being no larger than that paid in cities of similar size and in the case of the officers much less.

Chairman Walter Sprague of the Board of Selectmen, of Saugus, said Dec. 6: "A group of people in the Cliftondale section of Saugus are trying to disrupt the Saugus Fire Department by sounding false alarms and committing other petty offences which will reflect discredit upon the efficiency of the fire department. There have been 14 false alarms in the past three months and the people are doing this to get square with the Board of Selectmen for ousting Fire Chief George W. Atkinson last winter." Edward J. McTague was appointed Chief Engineer to succeed Atkinson and the Selectmen ousted the Board of Fire Engineers and appointed themselves a Board of Fire Engineers to succeed the deposed board. All the false alarms have come from the Cliftondale section of the town and one night recently, after returning from a needless alarm, Chairman Sprague was called on the telephone at his home by some unknown person who severely criticised Chairman Sprague and his board for ousting Chief Atkinson and also told Chairman Sprague they were "getting square" with him and his board for their conduct. Although Chairman Sprague lives in Cliftondale he does not hesitate to condemn the people of that section for the alleged dangerous tactics and false alarms of fire. The fire department controversy has been going on for two years and efforts are now being made to bring it to a head.

A fire truck speeding along Bay street to a fire at Springfield, Mass., crashed into a small automobile at the Dartmouth street intersection, hurling it into a demolished heap against the curb and killing one of its occupants, John Gustafson of Biltmore street. George H. White, who was at the wheel of the wrecked car, escaped with a few scratches and bruises. The automobile turned into Bay street from Dartmouth directly into the path of the fire truck, hose 13, driven by Joseph Barre. The collision was headon, and of such violence that the small car was thrown several feet into the air. Gustafson was tossed on his head on the pavement and his skull was crushed in.

The New London almshouse has no fire escape and Building Inspector Benjamin Linicus stated that he will recommend to the court of common council that fire escapes be constructed and also will recommend the installation of an elevator in the building. He says there is an elevator well in the building but that an elevator was never installed. He says that an elevator used in the old Memorial Hospital building can be acquired from the owner for an extremely low price and he will advocate that the city buy it and have it installed. The almshouse building is considered a fireproof building, but with the elderly and

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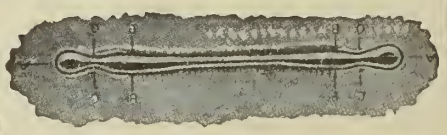

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Woodridge, N. J. — Appropriation of $4,000 made for purchasing motor pumping fire apparatus.

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crippled occupants danger from suffocation in case of a fire in some of the rooms would exist.

Truck 1, from the Brattle square station of the Cambridge, Mass., fire department, collided with a one-man car near the Brattle square car barns, while the truck was responding to an alarm of fire at 39 Brattle street.

For the next few weeks the volunteer and veteran firemen's associations throughout Rhode Island will be busily engaged in the consideration of matters connected with the annual meetings and election of officers. The latter always furnish the members the medium for a friendly rivalry that enlivens the closing sessions of each year. From now until the middle of January each week will witness one or more of these meetings.

With the budget for the coming year nearly complete, indications are that the Bridgeport fire department will require $10,000 less next year than this. It is estimated the total requirement of the department will be in the neighborhood of $710,000.

The Taunton Gazette says: "The village of Rehoboth was saved from destruction by fire by the prompt response of Chief F. A. Leonard and Engine 2 of the Taunton fire department. The fire started in the barn of Ellery Goff, and spread to a number of out-buildings on the premises. Some time after the arrival of the Taunton apparatus, which made the run of nine miles to Rehoboth, a detachment of firemen from the East Providence department appeared on the scene and worked with the bucket brigade of townspeople. The blaze, which had threatened the village owing to the high wind, was confined to the estate of Mr. Goff."

In a general order the Boston Fire Commissioner expresses his appreciation of the zeal shown by members of the companies of the fire department who, while on a day off or vacation, responded to the annual drill and inspection of companies at headquarters.

The home of Chief Joseph T. Swan of the fire department of Everett, Mass., at 107 Bucknam street, was broken into in the absence of the family, and jewelry valued at nearly $300 taken. It is believed to be the work of some one who had a key to the house, as the back door, which was fitted with a Yale lock, had been opened. Most of the missing articles were taken from the room of Chief Swan's daughter. A diamond ring, valued at $200, a lady's gold watch, two gold University of Maine fraternity pins, $6 in money and a box of cigars were among the articles taken.

Fred D. Graham, who has been acting as chief of the Wakefield, Mass., fire department since the death of Chief William E. Cade, was elected permanent chief. The Selectmen have investigated the situation thoroughly and are satisfied that a permanent appointment will stabilize affairs in the department. They are also satisfied that Chief Graham is thoroughly competent to become the executive head of the fire department and their vote was unanimous, as it was when he was made acting chief. A petition in behalf of Assistant Chief Edward S. Jacob was presented to the board by his friends and included signatures of members of the fire department, but it was stated by a member of the department that the petition was presented as a matter of friendship and recognition of Mr. Jacob's long service, and was no indication of any antagonism to the new chief, who, it is stated, has been assured of hearty co-operation of the entire department.

A fire in a shack at 8 Circuit street in the southwest part of New Bedford attracted the attention of Patrolman Deane, and on investigation he found a distillery in full blast. He counted five stills; two of them of the wash boiler type, all complete and in working order, 153 pounds of mash, working merrily; three gallon jugs and a funnel. In one of the jugs was about half a gallon of moonshine. The patrolman gathered up the evidence and sent his capture to the wine room at police headquarters, and a federal officer was notified of the seizure. No arrests were made, but further action will probably be taken.

And how about the lady firemen? Fire Commissioner J. B. Murphy at Boston fire headquarters had been outlining the progress of the fire department in the last year and three-quarters since he took the reins. "Lady firemen?" he queried. "Why, what have I to do with those? Nothing, to be sure. The ladies are voting now and they can vote themselves in or not, as they please. We men are in the lap of the gods —and the ladies—and whenever they take the notion they can vote me out and put in a lovely feminine commissioner, with beautiful blond curls, in my place. It's not for me to say one way or another. Just ask the ladies themselves."

Former Chief John E. Pomphret of Chicopee, Mass., for the first time has come forward with a statement in regard to his resignation from the fire department. "I resigned of my own free will," said the chief, "and in gratitude and because of old friendship for the present mayor I am making this statement. I am no quitter and if any attempt had been made to remove me as chief from the fire department I would have put up a fight. I resigned because I thought I had served the city long enough and that some other fellow might have a chance." The chief made this statement in view of the fact that some people seem to find it hard to understand why a man who was so successful and with many active years before him would voluntarily retire from a position which he frankly enjoyed and in which he was at all times in harmony with his men. He still has many years of active life before him and his resignation came as a big surprise to his many friends in the city. Again and again the statement has been made that the chief was forced to resign. De-

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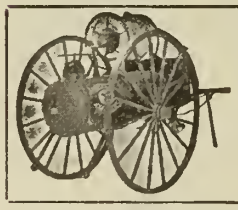

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Cleveland, Ohio — Board of Control authorized the expenditure of $66,556 for five 750-gallon motor-driven combination hose and pumping engines, three new motor hose cars, one truck, 7,000 feet of fire hose, and 48,197 feet of underground lead cable.

Mount Vernon, Ohio — Bonds of $500 will be issued for a hose drying tower.

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nials were made by Mayor James E. Higgins, and the chief was satisfied. As the doubt still shows its head in statements to the press, Chief Pomphret made his announcement of voluntary resignation.

Members of the American Legion and the Quincy, Mass., fire department united to pay their respects to the memory of Frank H. O'Brien, son of Mr. and Mrs. John H. O'Brien of Sagamore street, Atlantic, whose funeral took place Dec. 13. In Sacred Heart Church a requiem high mass was celebrated and the services were attended by delegations from Quincy Post, A. L.; the fire department in charge of Chief Alfred L. Mead, and St. Kevin's Court, M. C. O. F. The young man died in Glen Rock Hospital, Malden, of illness contracted in France while in the World War. He was a member of the Quincy fire department and attached to the Wollaston station when he enlisted. He was invalided home in the spring of 1919 and has been under treatment in various Government hospitals ever since.

Fire bells at Malden, Mass., toiled a requiem for Col. Harry E. Converse, for many years commissioner of the fire department, whose funeral was held at "The Homestead," the family estate. Fire department officials, all in full uniform and headed by Deputy Chief Chadwick, were present as the bells were struck 57 times, representing the age of the colonel. Men prominent in the business world of this section of the country attended.

Middle Atlantic States

Another fireboat will be added to the floating Noah's Arks of New York as a result of action of the Board of Estimate. At the request of Fire Commissioner Drennan the Board approved of plans and specifications for a new boat to cost $325,000. The boat, it is said, will be of "the latest type and will surpass any other fire fighting craft of the city," which can be easily done.

The N. Y. World prints the following letter: "We hear much about a fund of $5,000,000 for a hospital for policemen. That is fine; but why not let it be known as the Police and Firemen's Hospital? As long as the money is coming from the public, why keep it for the Police Department only? I think the firemen also need a hospital, as there are more accidents in the Fire Department than the Police Department."

A motion picture paper says: "Metro is in the market for several second-hand fire engines, hose carts, and hook and ladder trucks to be used in the forthcoming Maxwell Karger production, 'A Message from Mars,' starring Bert Lytell, which is now being made at Metro's New York studios in West Sixty-first street. The decision to purchase outright the first apparatus called for in one of the scenes of the new picture was necessitated by the inability of Metro officials to obtain the co-operation of the city fire department and their permission to use the city's apparatus."

Assemblyman-elect James A. Templeton, of Jersey City, is preparing a bill for introduction in the next Legislature, which meets in January, making it illegal for any policeman or fireman in uniform to solicit money for chances for church fairs or any other fairs, or sell tickets for entertainments or other affairs, or take part in any of the so-called drives for any undertaking whatsoever. Templeton says that Jersey City police and firemen are doing these things to such an extent that their activity in that line has become a positive nuisance. "It is time we called a halt," said Templeton.

"What are you trying to do, imitate the fire department?" yelled Assistant Fire Chief Crorin of Erie, Pa., at Streets Director Eichhorn, when he saw the new three ton truck which Director Eichhorn bought for his department. The new truck arrived in front of city hall and was the center of attention. It is painted a bright red just like fire apparatus and has yellow lettering on it just like the fire apparatus.

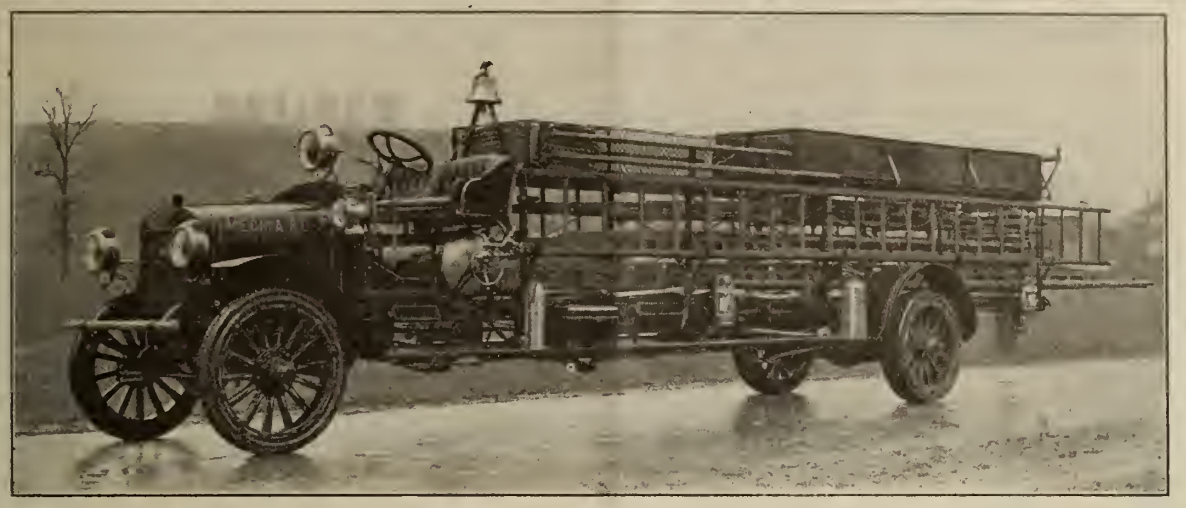
Two of the hose companies in the Riverhead, L. I., fire department, the Chemical and the Ever Ready, have reorganized into one company and will bend their efforts now to obtain another motor hose apparatus for the department.

Chains were put on the wheels of all trucks of the Watertown, N. Y., fire department to prevent their skidding in pursuance of orders issued by Fire Chief William E. Gaffney. Chains are put on each of the rear wheels of each truck and on one front wheel.

Deputy Chief Thomas J. Hayes of the New York Fire Department has sent out a warning to the garage owners in the Bronx to be on the lookout for an impostor using the uniform of a fireman who is soliciting funds for the patients of the Fire Department. When the information reached Deputy Hayes he immediately dispatched Gustave Bressler, of Engine No. 46, on 176th street, to investigate the rumor of this stranger's actions and the reports were discovered to be true. Deputy Hayes declared it was unlawful for any fireman to solicit funds for the patients of the Fire Department owing to a bill passed by the Legislature prohibiting such practices. He said up to the present time he had not been able to learn the amount of money this stranger collected, but desired to request the citizens of the Bronx to report the matter to the police if the man approached them requesting charity for this cause.

Fire which could be seen many miles in New York destroyed the three story veneer drying building and many piles of valuable lumber in the plant of the I. T. Williams & Sons Hardwood Co., on Bay street, Stapleton, S. I. For the first time in several years a borough call was sent, all fire apparatus south of Canal street, Manhattan, responding. Nine companies were rushed to the Island on the municipal ferry boat Manhattan. The fire was under control a half hour later. The damage is estimated at about $1,000,000.

The Star of Washington, D. C., in an editorial says: "A fatal fire at Walter Reed Hospital emphasizes the danger involved in the continued use of the flimsy frame buildings that were erected in a hurry at the outbreak of the war when it was necessary to provide quickly for the care of the sick and wounded of the military service. This great institution has grown so rapidly that there has been no time for the development of a permanent plant, although plans for the enlargement and the substitution of fire-resisting buildings for the hastily built wards have been made and await execution. No hospital building should ever be tolerated that is not in the last degree fire-resisting. No institution in which persons afflicted in body or mind are cared for should invite tragedy by the maintenance of the conditions that make for quick development and spread of flames. Escape is difficult for perfectly sound occupants of such buildings, while those who are disabled in any degree or



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Fire Department Register. 250 pages, 8 1-2 x 14. Specially designed for the use of Fire Chief, Department Secretary or Town Clerk; suitable for paid or volunteer department. Has ruled spaces under proper headings for Rules and Regulations; List of Companies with their Location, Date of Organization, Apparatus, etc., etc.; Officers; Statistics of Fires; List of Exempt Members, etc., etc. Cloth, $3.50; by mail, $3.85.

Fireman's Companion and Officers' Hand Book. 172 pages; pocket size. Contains instruction on Organization of Volunteer Departments; Constitution and By-Laws; Maintenance of Interest; Drill; Uniforms; Parades; Ceremonies; Fire Rules; Parliamentary Rules; Tournament Rules; Care of Hose, etc. Cloth, 90 cents, post free; with drill chart, $1.00.

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way are exposed to deadly danger at all times in such conditions. Walter Reed Hospital has become one of the permanent institutions of the government. It has served a wonderfuly effective purpose during the past three years, in the extension of its facilities for the care of those disabled in the war. Plans for its large extension have been approved, land has been acquired and appropriations for buildings have been sought. This fire, with its fatality, should cause a speeding of the fund provision and a careful restudy of the construction plans, to insure against a repetition, with perhaps more disastrous results, of yesterday's tragedy. The fire-inviting wooden buildings should be replaced with the least possible delay, whatever the program for future development."

The fire department of Agnes Scott College, Decatur, Ga., composed of college girls, under the leadership of Miss Ruth Virden as chief, is ready for immediate action. A combination hose and chemical truck has been obtained, and the 12 members of the crew have not only learned how to wear their iron helmets and slickers, but to handle a nozzle and extinguisher as well.

Chief Reid Agnor of the Lexington, Va., fire department, has received a telegram from Mr. K. W. Ogden of Alexandria, president of the State Firemen's Association, announcing acceptance of the invitation extended by the Lexington firemen to hold the next annual convention there. The invitation was extended after the firemen returned from the last State convention and when assurance was given by the Lexington Town Council that financial, aid would be given in helping to defray the expenses of entertaining the visiting firemen. Not only the Town Council but business enterprises of the community, the educational institutions and private individuals will assist in the entertainment. The usual number of visitors at these State gatherings reaches 1,200 or 1,500, and it is expected that fully as many will be in Lexington at the next convention in August, 1921. The Lexington firemen have never entertained a State Convention, although the representatives of this company have won numerous prizes at the competitive races in other towns.

The fire fighting machinery of Knoxville, Tenn., and the alarm system are being put under rigid test. Chief Sam B. Boyd is accompanying the experts over the fire department stations and equipment.

If the incoming New Orleans administration is to install the triple platoon system in the police and double platoon system in the fire departments of the city the present budget committee of the commission council will have to appropriate $530,005.74, in addition to all other money received by the special 2-mill tax voted by the people of this city at the last election. The budgets, as made up by the commissioner of public safety for these two departments, embrace the installation of the platoon systems with the minimum number of men, under which the system can be operated. On a minimum basis the budget for the police department calls for the expenditure in 1921 of $1,360,923.66. For the fire department the budget calls for an expenditure of $1,210,572. This is a total of $2,571,495.66. The amount appropriated in 1920 for the two departments was $1,181,489.92. The 2-mill tax, levied through constitutional amendment, will raise approximately $860,000, which brings the total available money for police and fire departments for 1921 up to $2,041,489.92. This sum is $530,005.74 short of covering the

budget and the difference will have to be made up through additional appropriations by the present budget committee. Installing the platoon systems means that the police department will be increased by 437 men and the fire department by 188 men. The 1921 budget contemplates a 25 per cent increase in salaries of all the men.

Middle Western States

The Press of Ashland, Wis., says: "The Police and Fire Commission met to take up matters in connection with the fire department under the new two-platoon system, which will go into effect Jan. 1. The new plan was freely discussed and rules will be laid down for the members of the fire department under the new system. There were a number of matters discussed including the length of each shift and in all probability the night shift will work one hour longer than the day shift. The matter of taking the beds out of the houses was discussed but they will probably stay in, but the men will have to take care of the linen and bed clothing themselves. In this connection the matter of the difference in time it took for men to get from the houses when they were dressed and when they were in bed was talked over and in order to see how fast the department could get to a given place in the night time, an alarm was turned in from box 42 and the result was satisfactory to the commissioners and aided them in making their decision to allow the beds to remain. Under the new platoon system the firemen will not be allowed to do outside work. They have been given the new system by the voters and will have to devote their entire time to their duties as firemen and to recreation and home duties while off duty. Under the old system many of them worked at other places during their off time and did work for themselves. All of this will be discontinued under the new system. The men themselves are entirely satisfied with this arrangement and it was at their suggestion that this order will be enforced."

Several persons were injured at Toledo, Ohio, when a fire truck from No. 3 Engine House and a jitney bus collided at Monroe and Michigan streets.

Chief Ed Mordhorst of the East Moline, Ill., fire department is looking for a heavy fire axe which was lost when the truck bumped over the railroad tracks near the Marseilles plant on Thirteenth avenue recently. Loss of the axe was not discovered until the department returned to the station, and when the members of the crew returned to look for it, it was gone. The chief would appreciate its return to the station.

The Record of Lewistown, Ill., says: "Surely the property owners of the city of Lewistown and citizens generally are not going to permit the members of the Lewistown Fire Co. and the three members of the fire company from Canton to go without compensation for their services on the morning and during the entire day that the Odd Fellows' and other buildings were destroyed by fire. These men who did their best to check the flames and whose efforts prevented the fire from spreading so as to take in all the block and perhaps other property in other blocks should be given good pay and receive the thanks of the public for the splendid work done. The men making up the fire company did excellent work and it would certainly be wrong to let them lose the time and take the risks they did without receiving some compensation. They have asked for nothing and they should not be required to do so. Citizens and property owners should dig down into their pockets and be liberal in their

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Ask the Chief who knows

Ware, Mass. — Contemplates purchasing light motor truck to cost $2,500.

Shrewsbury, Mass. — Fire department is to be organized.

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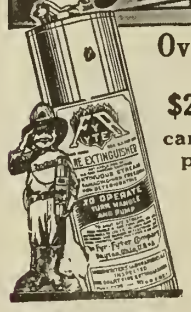

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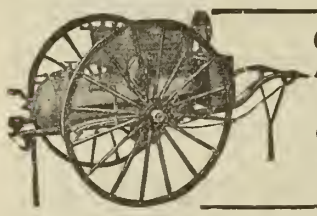

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THE DENVER SIREN
Try it before you buy it
Catalogue S-11 tells how.
THE HENDRIE & BOLTHOFF M. & S. CO.
DENVER, COLORADO

donations to a fund for the purpose of trying to compensate them for the services rendered."

Repairs to the motor fire pump of Davenport, Ia., damaged in a collision with a Muscatine interurban car at the corner of West Third and Fillmore streets on the morning of Nov. 10, will cost between $2,800 and $2,900, according to an estimate furnished city officials.

Three requests were placed before Mayor Thompson of Chicago by a committee representing all ranks of the fire department below that of battalion chief. The committee asked that the changes be made in framing the 1921 appropriation bill. The requests are: A flat $500 increase for all ranks below battalion chiefs; consolidation of the rank of lieutenant with that of captain; consolidation of the rank of assistant engineer with that of engineer. "Lieutenants and captains do the same work and have the same responsibilities," said Geo. B. Hargan, head of the firemen's association, who headed the committee. "The same is true of engineers and assistant engineers." With Mr. Hargan were Attorney Lowell B. Mason, counsel for the association, and Firemen James Brichta, Daniel Donohue, Daniel Sullivan, John Burns, Otis Williamson, Robert Cunningham, John Gleason, Joseph McNamara, and E. P. Higgins.

Ushers will replace city firemen at Davenport, Ia., theatres if a plan offered by Manager Chappell of the Columbia works out. Firemen who have been stationed at various theatres during performances recently demanded that they receive pay for their work. Manager Chappell suggests that theatre managers hold regular drills for the ushers, install chemical stations throughout the building and drill ushers into real firemen in case of an emergency. The plan, it is said, has made a favorable impression on some of the aldermen.

The Aurora, Ill., city council has been asked in estimates for the 1921 appropriation filed by Chief of Police Louis Webber and Fire Chief Herman Lohmann to add 28 men to the police and fire departments. Chief Webber is asking that 10 patrolmen be added to the police department and Fire Chief Lohmann wants 18 more men for the fire department. In their estimates now on file the two chiefs say that the city has grown so rapidly in population that their departments are far too small. There are not enough men in the fire department to operate the fire apparatus at big fires. He is also desirous of putting the No. 2 company in Anderson street back in service Jan. 1 and six additional men will be needed for this station, he says. There are now 26 men in the fire department, including the chief and the two operators. Chief Lohmann is asking that the number be increased to 44, providing two more firemen for each company. He has also asked that the office of assistant chief at a salary of $1,800 a year be created. The position is now held by Capt. Henry Hamsmith of No. 1 company, who receives $15 a month extra for performing the duties of assistant chief. The estimate also provides for a lieutenant for each company at a salary of $132.50 a month. There is also an appropriation for another triple combination pumper, costing approximately $7,000.

The Minneapolis Journal says: "The pay of the firemen and policemen of Minneapolis ought to be raised without further delay or argument. These public servants are entitled to a reasonable advance and it should be ungrudgingly granted. In some quarters the argument is made that, as

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stays cool and clean — more power — less fuel. 500 to 1500 jets of cool, clean air over sparking points every minute.
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Easily Earned by Firemen during spare time. Write for particulars and territory.
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Chiefs should specify Northwind Spark Plugs.
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For 79 Years Makers of
Firemen's Equipment
for PARADE & SERVICE
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Caps, Belts, Shirts, Badges,
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We make Acid Jars of every description, from our non-corrosive metal, which is stronger and will last longer than lead. Used by all the large fire departments in the Country and in mills and factories.
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Longmeadow, Mass. — Fire department has requested $1,000 equipment.

Coopersburg, Pa. — Town has purchased site for fire headquarters.

Eastman improved High Pressure Platform and Perfection Holder with Tripod attached.
SAMUEL EASTMAN CO., Concord, N.H.
Manufacturers of Nozzles for high pressure service and standard tools for producing superior streams and their safe handling.

wages like prices have gone over the peak and now show a downward tendency, the advance for the firemen and policemen should be postponed. But their pay has been abnormally low all through the high price period, and even if advanced now, will still be below the level it should reach to be on a parity with the wages of men comparable to them in equipment and employment. A reasonable advance will bring the men only up to the wage they should have under present conditions, and will give them no recompense for the hard sledding they have had through the high price period on entirely inadequate wages."

Wise C. Norton, chief of the Winona, Minn., fire and police departments, presented his resignation as chief of police to the board of fire and police commissioners, to take effect Jan. 1. The resignation was accepted. Chief Norton will retain his position as head of the fire department, an office which he held for 20 years before the two departments were combined under one head in January, 1919. Herman Reibau, a member of the force, was named new chief of police by the board.

L. V. Stigall, city counselor, is preparing ordinances empowering the St. Joseph, Mo., fire department to regulate the crowds at the theaters and public gatherings. Considerable complaint has been made to Mayor Marshall of people crowding the aisles and entrances to the theaters in St. Joseph. There is at present no city ordinance regulating the attendance at theaters and the fire department is asking for the necessary authority.

Wireless for Apparatus

A compact wireless telephone set operated with current from the batteries of an automobile and transmitting and receiving over an aerial wire stretched from the top of the windshield to the radiator cap is the latest equipment provided for the modern motor car or fire truck. It is one of the new developments which were introduced at the 1920 electrical exposition in Grand Central Palace, New York.

This apparatus, exclusive of the batteries and aerial wire, is contained in a box a cubic foot in size and the weight complete is sixty pounds. A double set is required, one to be carried on the automobile and the other set up at home or at the office or at Fire Headquarters.

This portable wireless telephone set is just as applicable to motor boats and aircraft as it is to fire engines.

New Market Data Book

Crain's Market Data Book and Directory of Class, Trade and Technical Papers, now on the press, promises to be of unusual interest to advertisers generally and users of trade and technical papers in particular.

It not only lists all of the business publications of the United States and Canada, giving circulations, rates, type page sizes, closing dates, etc., but supplies a market analysis of each trade, profession and industry.

Thus the reader is given the basic facts of each line in which he may be interested, including its buying power, buying methods, character of requirements, etc.

The volume, which is bound in cloth and contains nearly 500 pages, will be published by G. D. Crain, Jr., 417 S. Dearborn street, Chicago.

Quinton, N. J. — Fire department recently organized.

East Newark, N. J. — Fire-fighters are urging purchase of modern fire apparatus.

Wasted Millions

Wasted minutes in sending in the fire alarm causes wasted millions every year. If these minutes could be saved, millions would be saved.

A BOX A BLOCK — a fire alarm box on every street corner — will save minutes and save millions. A BOX A BLOCK will save tax revenue, protect lives, eliminate delay, prevent misunderstandings and decrease the fire loss.

Isn't A BOX A BLOCK worth working for?

The Gamewell Fire Alarm Telegraph Co.

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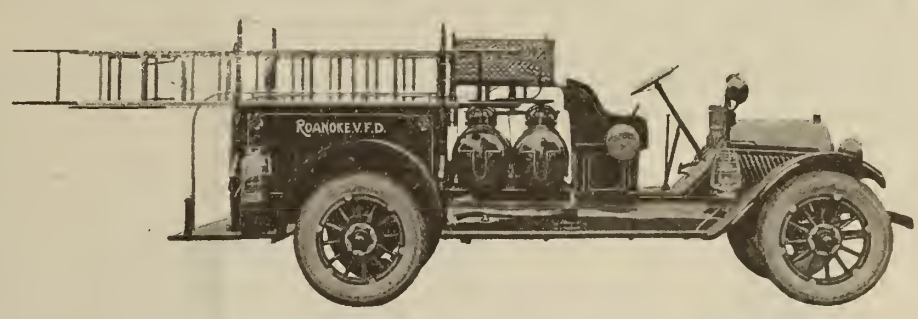
Latest Improved Motor Driven Fire Apparatus - Combination Hose and Chemical - Hook and Ladder - Pumpers - Salvage Trucks



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THE OBENCHAIN-BOYER CO.

LOGANSPORT - INDIANA

Swedeland, Pa. — The Volunteer Fire Company organized.

Middletown, Pa. — Fire Company raising money for combination pumper.

COVER'S

SMOKE PROTECTOR

has a combination SILK DISC and SPONGE filter and an Automatic Valve giving double the capacity of others. Made of the best white rubber and can be carried in any coat pocket.

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FIT AIR TIGHT

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Cut Your Fire Loss
Save Your Men.

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CHIEF MAYO SAYS: "We have 3 of your Life Saving Machines in this Department, which we use in our fire drills right along. I consider them the best device for the purpose that I have ever seen."
WM. MAYO, Former Chief, Fire Dept., Toledo, O.
No fire equipment is complete without a Browder Net. Write for Free Illustrated Booklet.
THE CORY-PATTERSON CO., 202 Jeff St., Greenfield, Ohio

Pinckney, Mich. — Special election will be held to vote on borrowing $3,650 for fire engine.

"UNWRITTEN LAW" NOW WRITTEN

Let Everybody Know That Pump Has Right of Way Over the Aerial Truck

For violating the "unwritten law" of the Rock Island, Ill., fire department, Captain Ben Steophens, driver of Central station aerial truck, and Edward Carlson, second driver, have been deprived of their off-days for a month.

Penalty followed a hearing by the fire and police board of details of the accident, when the aerial truck and a pump truck collided.

The aerial arrived after the pump and parked in front of a fire-plug. The pump truck was 150 feet ahead and backed to lay a new line of hose.

The "unwritten law" gives the pump the right of way over the aerial truck and drivers of the latter were held responsible for parking in the path of the pump. August Brandt, driver of the pump, Adolph Cawi, Henry Ullemeyer and Thomas Cline, assigned to the pump, were relieved of all blame.

The board as result of the hearing has made the "unwritten law" a published addition to the department.

MASS. CHIEFS TESTIFY

About the Greatly Increased Efficiency in Their Departments

In the recent campaign for two-platoons in Massachusetts, Mayor Peters of Boston and his stool-pigeons kept harping on the old lie that there was "no evidence" that this system had increased the efficiency of any fire department.

Our readers are aware that we have been printing this evidence for over a year, consisting of the signed statements of Fire Commissioners, Fire Chiefs and other officials after trying out the system in their departments.

The fact that such increased efficiency is secured by the two-platoon system is one of the principal reasons why it is being adopted by fire departments all over the world.

During the Massachusetts campaign the firemen of Revere got out some attractive literature along these lines, among which was an advertisement saying:

"Governor Coolidge endorses the two-platoon system. He believes that it is a humanitarian measure and in the long run would benefit the citizens of communities in which the firemen enjoyed the privileges this bill provides.

"Chief Harry Holmes of the Milton department says 'the change from the old to the new system has increased the efficiency of the department and has made the men more contented with their job.'

"Chief Edward E. Chase of Lynn says: 'I believe that the efficiency of the department has increased, as we have a larger working force to call upon in case of a large fire.'

"Chief Howard C. Kimball of Salem says that the two-platoon has worked out satisfactorily, 'that members have the working of the department at heart and endeavor to carry out the principles of the system.'

"Chief A. L. Kimball of Revere says that the two-platoon system is working satisfactorily for the members of the department and the city.

"Chief Jesse F. Barrett of Peabody says: 'I consider the efficiency of the department has increased.'

"Chief David M. Hudson of Chelsea says: 'I feel that it is the best system yet devised.'

"Chief Francis J. Morris of Lawrence says 'the two-platoon system has produced an efficiency in the department and improved the morale of its entire personnel, far beyond expectations.'"

Distributors Appointed

Sewell Cushion Wheel Co., Detroit, Mich., manufacturers of Resilient Motor Truck Wheels, announce the appointment of the following distributors: Marriott-Howe Tire Co., Mobile, Ala.; Rubber Tire & Supply Co., Springfield, Mo.; F. A. Thompson, Hutchinson, Kansas; M. H. Rykowski, New Orleans, La.; Habbie Motor Co., Montgomery, Ala.; Baldwin Repair Co., Middletown, Conn.; A. F. Greene Co., Norwich, Conn.; Bee Jay Tire Service, Davenport, Iowa; Lampher Motor Co., Joplin, Mo.; Gibbes Machinery Co., Columbia, S. C.; Gibbs & Williams, Salt Lake City, Utah; Peoria Tire & Vulc. Co., Peoria, Ill.; O. F. Kress Co., Lawrence, Mass.

A Side Line

At the headquarters of Engine 1 of the fire department of Hull Mass., Driver William H. Jeffrey has used his spare moments in making handbags and pillow tops of the most picturesque designs. They are all handmade and are of silken material in alluring color shades.

Mr. Jeffrey's customers are not confined to residents of Hull, but include many prominent Bostonians who live in Hull at the summer time. He recently received a large order from an ex-Mayor of Boston who is well known as a Hull summer resident.

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LATEST IMPROVED U. S. TYPE GAS MASKS
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Endorsed by over three hundred Fire Departments and Corporations.
Send for prices and full details covering these Masks for all purposes
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Its weird penetrating screech everyone hears, no one mistakes. Sounds at a touch of a switch located anywhere. Write for Bulletin.
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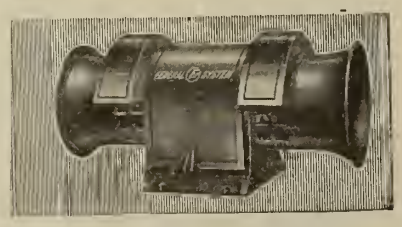

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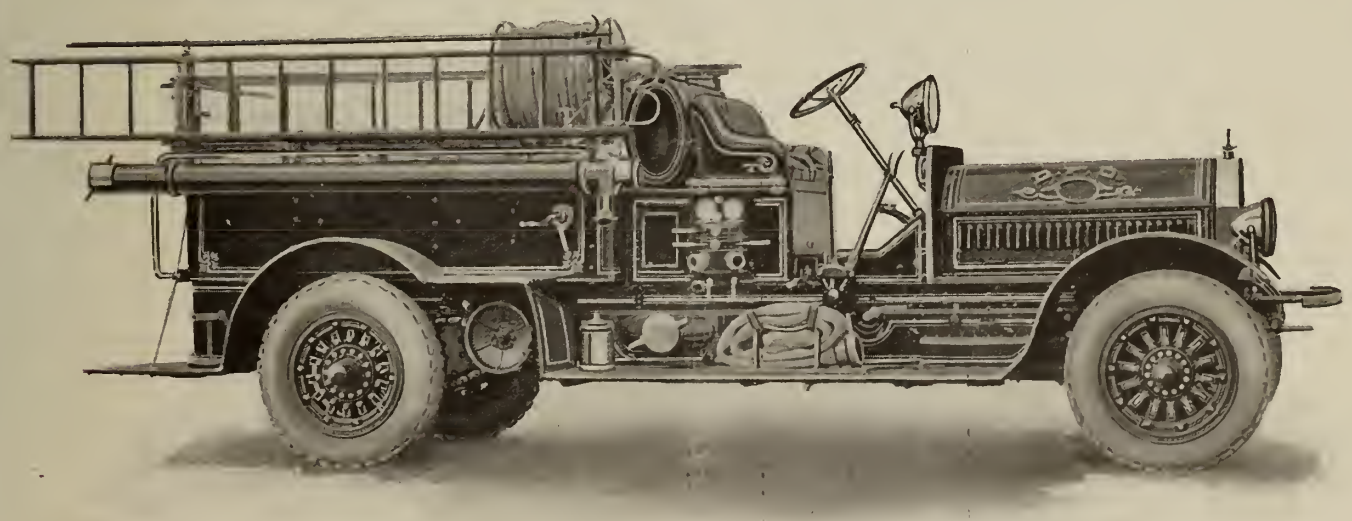

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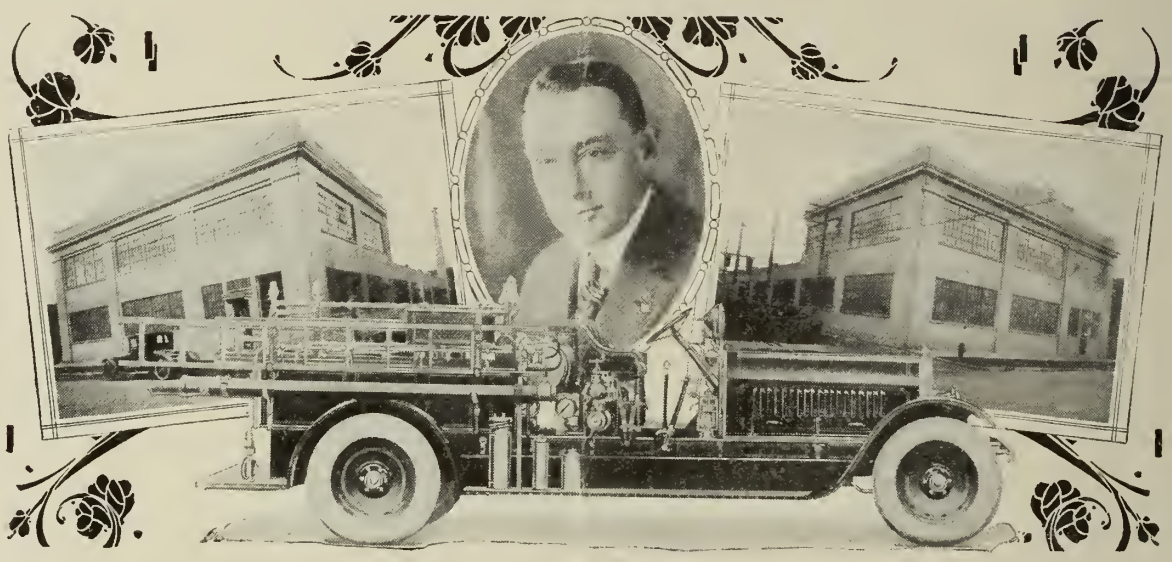

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for delivery to the INDIANAPOLIS FIRE DEPARTMENT

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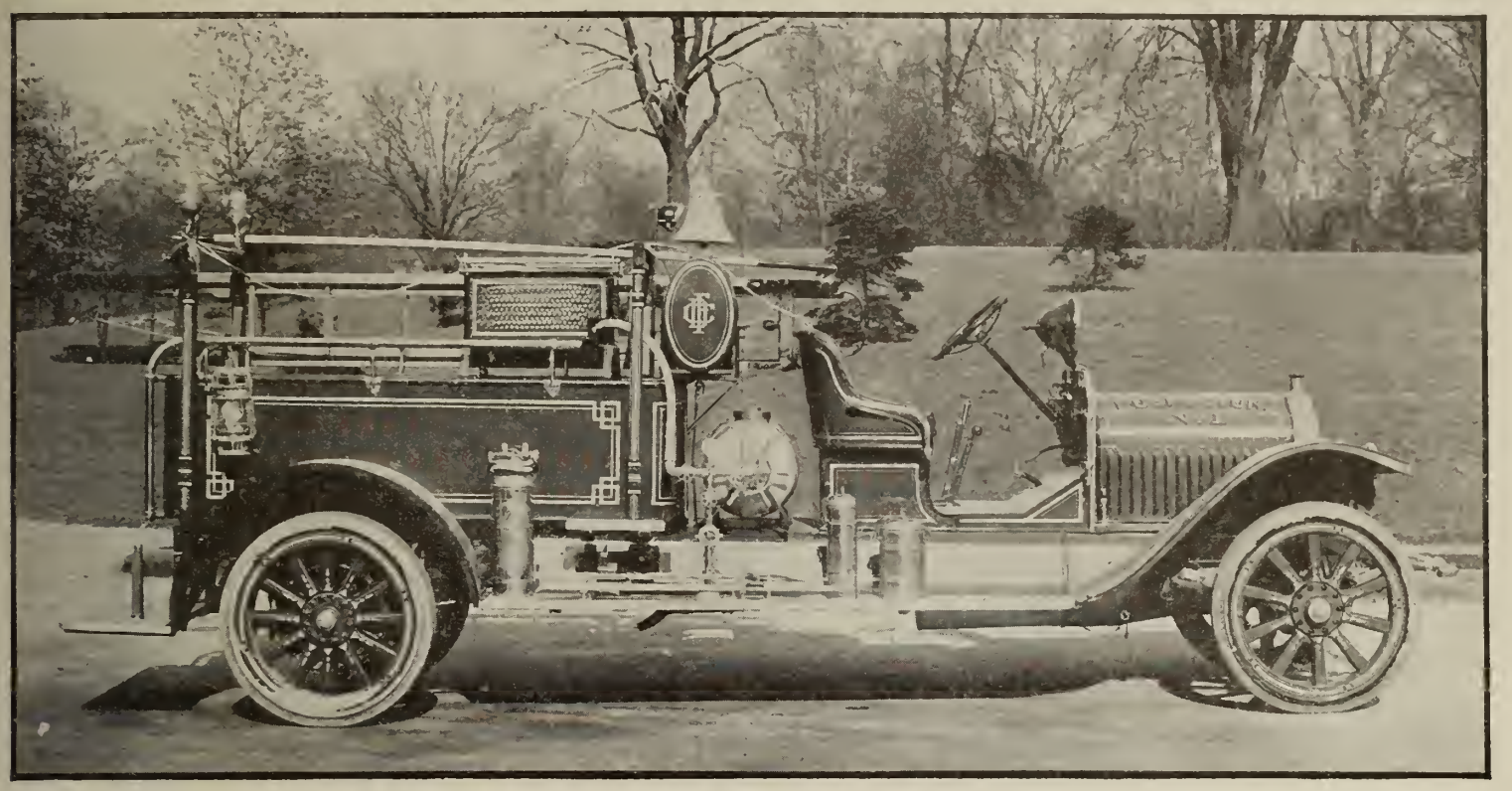

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LaFrance Electric Lantern

THE LaFrance Electric Lantern is a powerful, dependable lantern which throws a wide light on a vertical center beam. It is waterproof and absolutely safe to use around inflammable material at any time.

This lantern is made of non-rusting aluminum and brass, accurately machined and nicely finished. The silver reflector is specially designed for smoke or long distance work. A focus device permits changing the beam when the light is burning.

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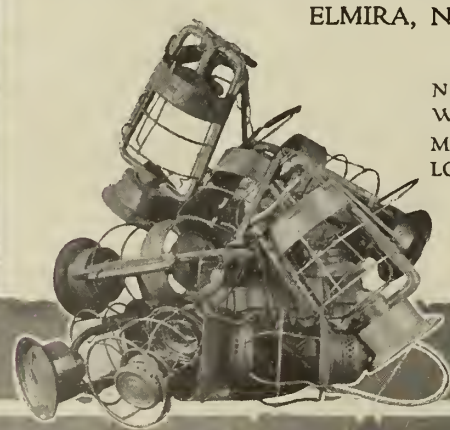

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